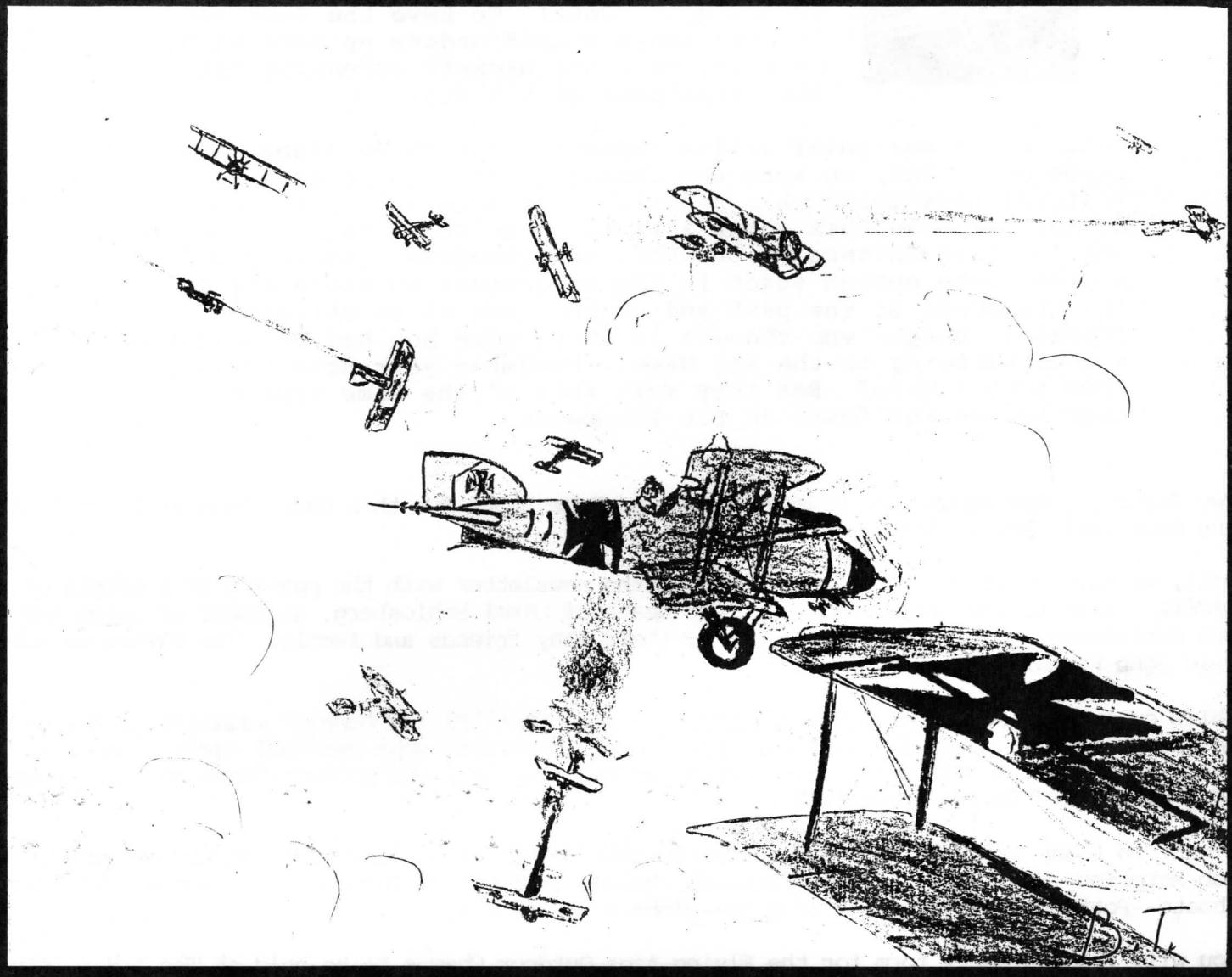


# FLYING ACES

Club News

ISSUE #181-107 May/June 1998





## NEWS ON THE WING!

### STORY BEHIND THE COVER



Von Halpenstein groaned as he saw another of his flyers fall victim to the blazing Vickers guns of the Yank patrol that had been lurking behind that huge cumulus off to his left. But, orders demand that they stay in close proximity to the pair of lumbering observation busses they were escorting. "Gott! To have the fool who drafted those stupid orders up here with us now", he found himself screaming into the slipstream of his Alb.

Well, maybe our cover artist thought along those lines, and maybe not. But, he sure was thinking close to it as his youthful hand guided his pencil to add more action to the scene. Who was this young artist? None other than one of the founding fathers of the FAC, Bob Thompson. Seems Bob did not have enough space in his apartment to store all of the treasures of the past and stored some at an obliging friend's hangar who thought it about time Bob had contributed a cover drawing to the FAC News. Remember your note books from school days? Bet they were full of the same type of sketches as was found in Bob Thompson's.

Hey Skysters, how about that cover? Thanks to Dave Stott for this one. Does it bring back any memories? Bet it does.

Well, we have to start off another issue of the newsletter with the passing of a couple of FACers. Also to the tragic and senseless death of Carol Schlosberg, daughter of Jayne and Bob Schlosberg. Our sympathies go out to their many friends and family. The FACers we lost were John Keneally and Bob Anderson.

While on sad notes, Earl Van Gorder, our old buddy from "Flying Models" magazine is having a serious bout with illness. I am sure Earl would appreciate some get-well cards from the Gang, as he always called us. His current address is, Earl Van Gorder, "Oakwood", 200 Bassett Rd., Williamsville, New York 14221.

I want to thank everyone who contributed to this issue. The plans were done by or sent in by Bob McLellan--ME-109E-1, Al Backstrom--Mr. Malcom Embryo, Tom Nallen I--Wittman's Bonzo, Rick Choate--Pottier 100TS and Pres Bruning--Blohm & Voss P-204.

You will find an entry form for the Flying Aces Outdoor Champs to be held at The A.M.A. flying site in Muncie, Ind. on Sept. 5-6, 1998. If you are going to attend this contest we would appreciate your entry by August 15th if possible. Great place to fly!

Also included in this issue is the results of the contest GHQ co-sponsored with the Western New York Free Flight Society on March 7th. Very good facility to fly indoors. For those of you who couldn't make it this time, put it on your list of contests to attend next year. You won't be sorry! Ask anyone who was there.

We have just seen the three newest kits from Dumas Products. There wasn't enough time to give you more info, but they sure look good from preliminary viewing. The kits are of the Stinson SR-10, Mr. Mulligan and the Gee Bee "E". All 30 inch span and laser cut parts. We will have a better report in the next issue for you.

We will be staying at Erie Hall at the University of Geneseo during the FAC-Nats. I think you all know how to get there. If not, I have been told that the usual signs about town with direction arrows to direct you will be placed as always at strategic points. Look for them.

Please get your entries in early if you can, it really helps here at GHQ. While on the subject, we got an entry from non-other than Phineas Pinkham himself! Yes, the old codger is alive and well. His address on the form was for Bar le Duc, France but the postmark on the envelope is from Louisiana! The old boy is still on the move.

Jake Larson wrote to ask if we can have an event for all-foam models? Yes, Jake, as always, if there are at least five models entered we will have an all-foamer for scale models. We will also have the One-Design event at the Nats. This is the event started by Don Ross quite some time ago and was held, I think, at the Eastern States Champs every year at Galeville, NY. Since that field is no longer available Don asked if he could run it at this year's Nats. Since it is in the "Spirit" of the FAC, why not? Don is going to run it. Rules are in this issue.

#### NATIONAL MASS LAUNCH

The National Mass Launch event is back! David Franks has volunteered to take charge of the contest this year. This event will take place on Sunday September 6, 1998. Launch times for your sector are listed below. Launch your model at the appropriate time and send your time, the name of your model and your name to; David Franks, 10130 Epsilon Rd., Richmond, Va. 23235. Send your entry no later than Sept. 8, 1998.

Launch times; 4:00 pm eastern time  
3:00 pm central time  
2:00 pm mountain time  
1:00 pm pacific time

Other countries should use the corresponding times to their area.

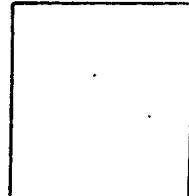
We are still accepting nominations for the FAC Hall of Fame. The people who are elected this year will be inducted at the FAC-Nats banquet. Please get your nominations in soon.

Any company or individual still has time if they wish to sponsor an event at this year's FAC-Nats. Time is running short though. For more info contact GHQ. There are still a few vendor tables available during the scale judging period if anyone is interested, call GHQ.

BUILD--FLY--WIN  
EFF--AAA--CEEEE!!!!

Lt. Col. Lin Reichel  
CinC-FAC

If the box on the right has the dreaded RED "X" in it, it is time to renew your membership which includes the newsletter. Cost is \$15.00 per year in the United States and Canada. Overseas the cost is \$20.00 per year. Six issues per year published every other month. This is your last issue under your old membership. Please make checks payable to "Flying Aces". Send to FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.



# LAIRD STORY

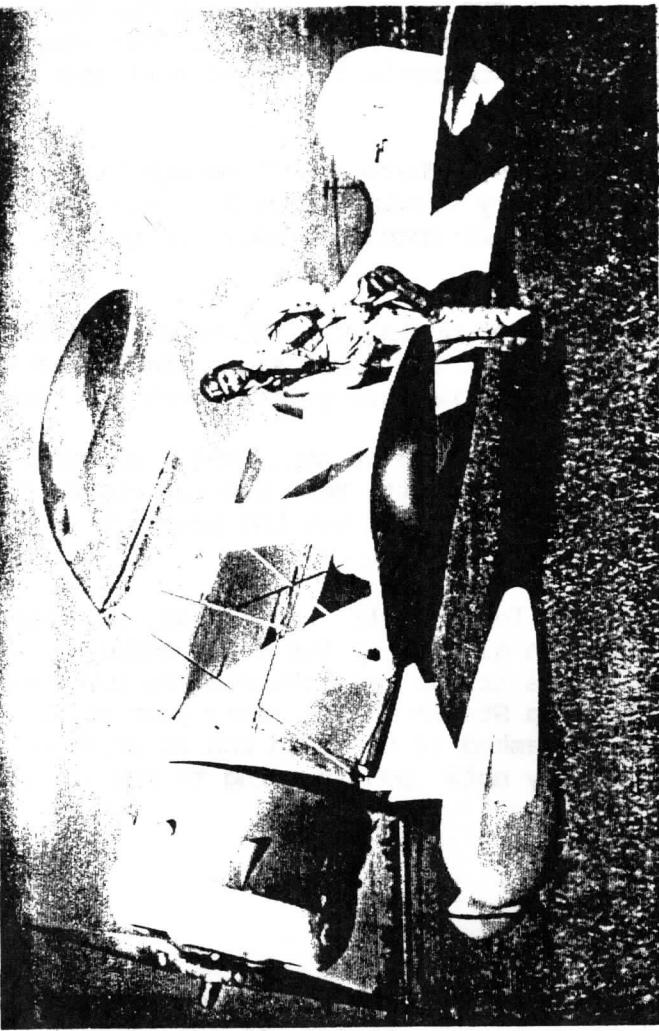
I am trying to find an elderly pilot in Georgia who may remember the air show in which the "Comet" crashed, and I am trying to find the family of Ben Gunn who lived in the Macon, Georgia area, as Harry Porter bought the ship from him.

If you can answer any of my questions about the "Continental Comet", or if you have any knowledge of what happened to the original "Speedwing Jr.", I will appreciate it if you would write me a note. I only know it disappeared from the scene and was supposed to have crashed.

Your plan of the "Super Solution" helped me to build a far more accurate model of it. The Cleveland plan did not show the characteristic Laird bulge in the bottom of the fuselage right at the trailing edge of the lower wing, and it showed the Flamingos flying in the wrong direction on the left side of the fuselage, among other errors.

Talked to Hasson Calloway, the retired Eastern pilot. He told me that Porter sold the "Continental Comet" to Klem Whitback who crashed it in Florida, and that the ship was a washout.

Sincerely,  
Raymond Payne

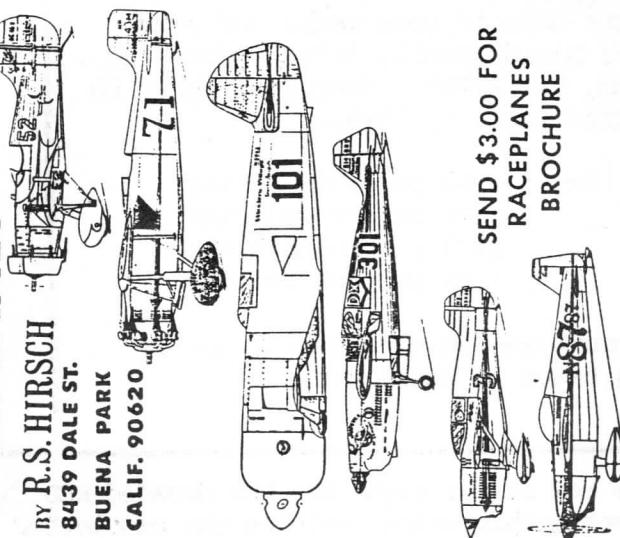


Picture from Harry Porter museum, photographer unknown

Al Whiteside standing beside his Laird "Solution" NR-10538 about 1940. He thought that he had bought the "Super Solution" that had been flown by Doolittle in 1931 & 1932. The "Super Solution" registration number was NR-12048. Doolittle was disappointed in the "Super Solution" performance in the 1931 Thompson, so he redesigned it in early 32 and had it rebuilt with retractable landing gear, a much fatter fuselage, and a large raised cockpit enclosure that gave him some forward vision. The 32 rebuild was not a success as he experienced trouble with the landing gear not locking in the down position and had to do a belly landing that damaged the lower wing and bottom of the fuselage. Also, the redesign sat up a severe buffering problem in the stabilizer at landing speed. The improvements did not produce the expected 300mph, so Doolittle and Shell Oil decided to scrap the "Super Solution". It was crated in large wooden crates, the fuselage and tail in one, the wings in another and it never flew again after 1932. The "Super Solution" crate is now in the Smithsonian's rebuild facility. The "Solution" in wings were purchased by Joe Mackey and installed on the "Solution" in the mid 1930s, so the Airplane that Al Whiteside owned was a hybrid composed of the Laird "Solution" fuselage, tail and landing gear and the "Super Solution" wings.

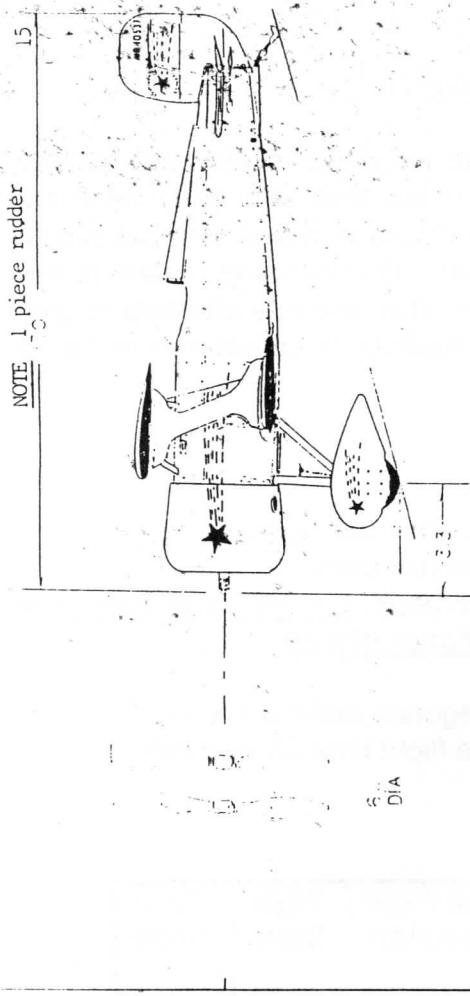
## RACEPLANES

BY R.S. HIRSCH  
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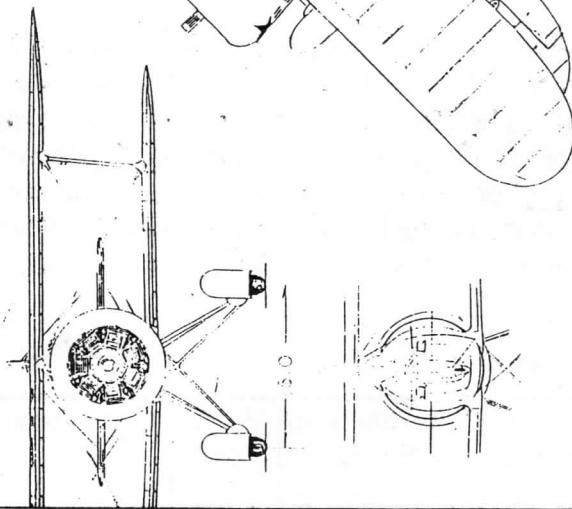
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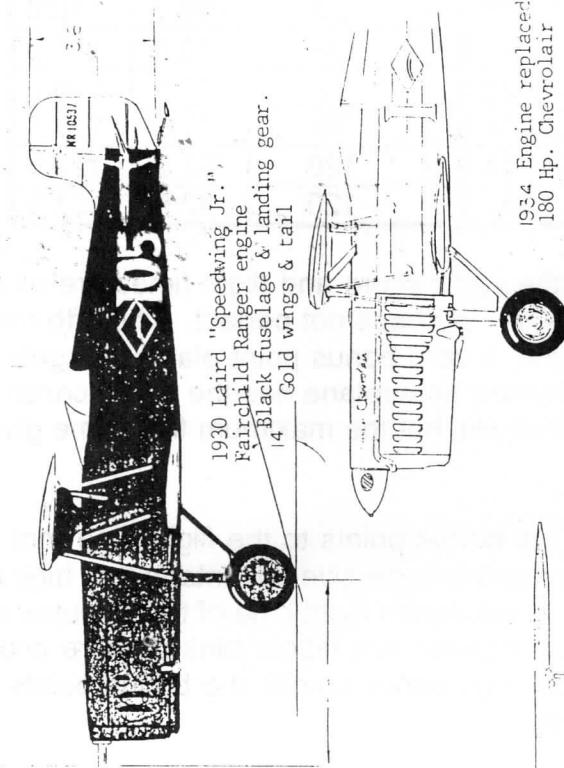


Laird "Continental Comet" owned by Harry Porter  
Powered by 250hp Continental

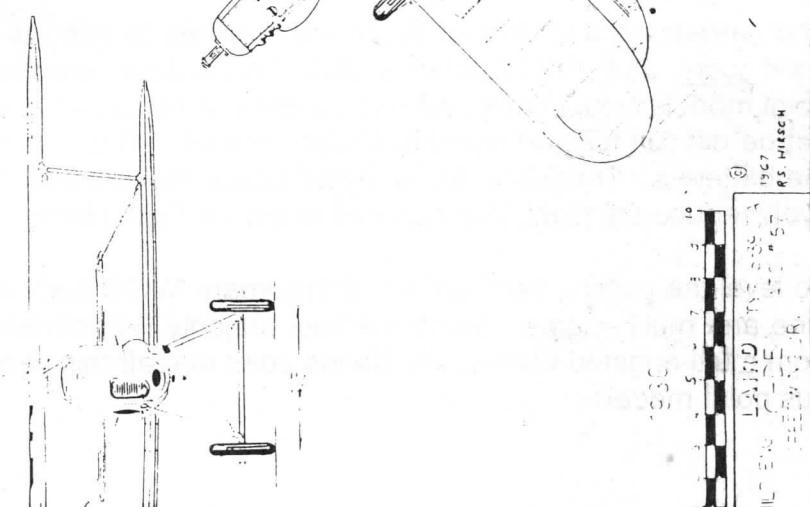
7 cylinder radial



© 1947  
CONTINENTAL AIRCRAFT CORP.  
R.S. HIRSCH



1930 Laird "Speedwing Jr."  
Fairchild Ranger engine  
Black fuselage & landing gear.  
Gold wings & tail



## UPDATES TO NEW POWER SCALE JUDGING

Page 9 of the last **FLYING ACES CLUB NEWS**, (Issue 180), modified the power scale rules for use at this years NATS in an attempt to break the relatively large number of ties that have been occurring in this event. After detailed examination of the modified rules, it was discovered that all models with bonus points would be seriously penalized using the proposed system. The following update to the new rules corrects this problem, and will be used at Geneseo this year. The new rule attempts to give a few extra points for a model's complexity, which in the interest of simplicity, is considered as being related to its bonus points.

### UPDATED POWER SCALE RULES

1. Construction and Detail scale points remain as currently listed in the rule book.
2. Color and Markings scale points remain as currently listed in the rule book.
3. Workmanship scale points remain as currently listed in the rule book, but fractional points are encouraged to be used by the judges to further eliminate the chance of a tie.
4. "Complexity" points will be equal to [bonus points/10].
5. The total static score is the sum of the points from the four categories defined above.
6. As per the current rule book, Bonus Points are still added to the flight time (in seconds).

### Examples:

Const. & Details Points	Color & Markings Points	Workmanship Points	Bonus Points	Complexity Points	Total Static Score	Best Flight (Seconds)	Flight Score	Total Score
20	15	10	0	0.0	45.0	70	65.0	110.0
20	15	10	10	1.0	46.0	70	70.0	116.0
20	15	10	15	1.5	46.5	70	72.5	119.0
20	15	10	30	3.0	48.0	70	77.5	125.5
20	15	10	0	0.0	45.0	120	82.5	127.5
20	15	6	0	0.0	41.0	120	82.5	123.5

The first four rows of the above table show that when the static score and flight times are all equal, the higher bonus point aircraft wins, which is reasonable, but perhaps not perfect. The fifth row indicates that when the judge's evaluations are still the same, a zero bonus point plane that gets maximum flight points can win. The sixth row indicates that when an airplane has the same construction and color points, but relatively poor workmanship, it cannot win, but the maximum flight time gives it a high placing, even against high bonus point aircraft.

The current rules for Power Scale will continue to add the bonus points to the flight time (not to the flight score, as in FAC Rubber Scale). This is done to avoid the excessive advantage that high bonus point models would have because, unlike Rubber Scale, a maximum flight time of two minutes should not be difficult for a trimmed-out power model. All that is needed is a bigger tank or more charge in the batteries. Therefore, for complex power models with high bonus points, the bonus points effectively reduce the flight time required to get full flight points.

To level the playing field further, at this years NATS there are two events for Power Scale: single engine and multi-engine. Since the vast majority (but certainly not all) of the high bonus points come from multi-engined planes, low bonus point aircraft this year will be competing against fewer high bonus point models.

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	Superb on a Gasparn GM-300 CO <sub>2</sub> motor!		

### NEW RELEASE!

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	Superb on a Gasparn GM-300 CO <sub>2</sub> motor!		

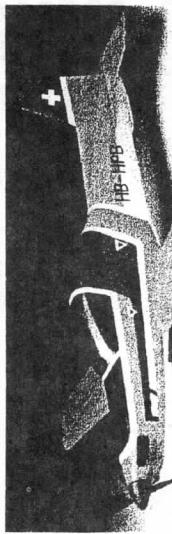
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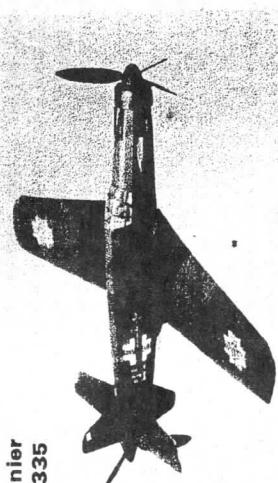
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Dope & Paint	Gasparrn	MAF	Veron	And Much, Much, More!

# ACE GEE'S Book REVIEW

"A closed book is nothing but a block of paper!"

Destined to become THE reference books of all time for Goodyear & Formula One Air raceplanes are the two volumes just published titled "Goodyear and Formula One Air Racing, 1947-1967" and "Goodyear and Formula One Air Racing, 1967-1995" authored by Bob Hirsch. Although the history of this class of air racing is covered quite nicely with race course maps, lists of entries, lists of winners (pilots, aircraft and speeds), etc., the books concern themselves mainly with the midgets. Check out the format....

Two pages are devoted to each midget racer described. One page contains anywhere from two to eight photographs, six being the average. The opposing page contains a 5-view drawing, cross sections, and in almost every case, the COLORS! What more could any modeler possibly ask for? More photos can be found at each end of each volume. Photos are all of the black and white type, but when the colors are given on the drawings, who cares? How many air racers are described in this heavenly manner? Over 320 of 'em!! If you think Jane's All the World's Aircraft is a great reference book, wait 'till you see these two volumes.

The publishing of this wonderfull collection is very timely indeed, now that the Midgets are an official part of FAC flying. About the only thing ol' Ace can toss down draft on is the lack of an index. You end up with a lot of toilet paper book marks sticking out from between the pages.

The books are softbound, 8½ X 11". They are available from Hannan's Runway, Box 210, Magalia, CA 95954. Price is \$24.95 each volume, plus \$3.75 P&H, or \$47.95 for both volumes, plus \$4.50 P&H. Add \$2.00 extra for priority mail.

Ol'Ace doffs his helmet in salute to Bob Hirsch for this long and arduous undertaking. Sure, we know a lot of it was fun, but a lot was work as well, by turbulence!



## S.O.S.--S.O.S.

Lee Truan, 4462 Madoc Way, San Jose, Ca. 95130 is looking for plans of the following aircraft, Vultee BT-15 Vibrator, Alexander Eaglerock and the Piper J-3 Cub.

not necessarily the war) "on the chase", was one I will not soon forget. What form! What endurance! What a hat!

Lin Reichel and company ran a flawless contest. The commander seemed to remain calm throughout it all. He's done this before, I could tell. "Manning" the tent throughout was Juanita Reichel and Vic Didelet, aided by a cadre that continually changed including a core group of the faithful augmented, as needed, by contestants and Cloudbusters. Who can refuse the commander? I even got to use the appropriately named "bull" horn while Dave Livesay did the work in running the WWII mass launch event.

A contingent of young people from a Tennessee church club flew a whole squadron of profile P-38 Lightnings of what looked to be 30 inch wingspan. Spectacular. With efforts like that, the future is assured in more ways than one.

A couple of Gee Bees put in some very scale like flights. Dave Rees flew his power scale B-36 before a large audience. Jumbo Scale models were large and the Giants were...well...GIANT. Power Scale was mostly electric with CO<sub>2</sub> well represented. I didn't hear or see the one diesel fly. Rubber ships made more noise than the power. I had a peanut scale whose loose motor made it rattle like bones in a box.

Each morning in the Cloudbusters contingent, you could see what could be called a fire drill, perfectly choreographed by Lynne Lewis, to get the sun and rain canopies set up in remarkable short time. (We shaved time off the maneuver each day.) Lynne had to keep returning us to task as we tended to stop and watch the early birds getting the "calm" morning air for test hops.

Quick guess had the count of contestants at approximately 150. Add mechanics, families, and the press and the number was closer to 300.

George and Lynne Lewis processed all the 15% motors during the first two days. A Herculean task considering the wind wanting to continually change the weight of the model while on the scale. The damp models made for heavier motors which may have accounted for the spectacular flights being logged during the qualifying and flyoffs. The discussion on 15% motors will continue, but it sure looked good to a first timer.

Speaking of 15% events, the sight of Gordon Roberts (the eventual winner of WWII - the event,

Sunday evening was the banquet. The food was great, seasoned as it was by hunger and a sublime peace that followed the weekend full of flying. The after dinner presentation staged by Ross Mayo included Gordon Roberts in an inspired portrayal of the Hunchback of Notre Dame. Also in the cast was a hometown lad in his first role. Our own Pres Bruning. Pres was...well...did I say how well Gordon played his role?

The Cloudbusters were well represented at awards time. Pres Bruning shone in his role of master modeler by being awarded first in FAC Scale and the Outstanding Scale Achievement Award for his Mistel bomber. In FAC Scale he flew a beautiful model of a Breguet twin and had a great flight. I even placed in WWI combat. With a Nieuport! My joy was complete.

Another Blue Max in the Cloudbusters as George Lewis was inducted into the brotherhood escorted by an honor guard consisting of all the Cloudbusters present. The Blue Max is presented to those FACers who have attained 16 Kanones (awarded for first place wins) in FAC events. Hard won and well deserved, George.

I will not forget my first Nats. May I, when I'm eighty, chase my next Kanone with the grace and form (and hat!) of a Gordon Roberts. And may Gordon be there.

The wind assured long chases. But, the walk was continually broken by stops to appreciate the beauty of another's creation passing overhead. I will start training early next year for the walks - appreciation of the beauty is a gift I already possess.

I learned how powerful a fully wound, 10 strand, 1/4 inch motor is! My thanks to the whole club contingent for their help in flying my Giant Scale Taylorcraft and to George Lewis, in particular, for the loan of a large Crockett hook. I also learned what rain does to aliphatic resin. The glue melts! Lost a wing on a biplane from saturation. Next year I glue the wings on with cellulose acetate based glue.

At 4:30 each day, we decamped to the dormitory at State University of New York where many contestants were staying during the contest. Some went to area motels. All enjoyed a much needed shower. We gathered again at the dorm common room after dinner for the "debriefing" and hanger flying. There, tired and satisfied, we laid another course on the foundation of friendship, and, with the emotions fresh, talked the day into memory.

## PHOTO PAGE

Top row--Bill Harney's Douglas O41-A from a 1939 Flying Aces magazine. RC free flight assist.

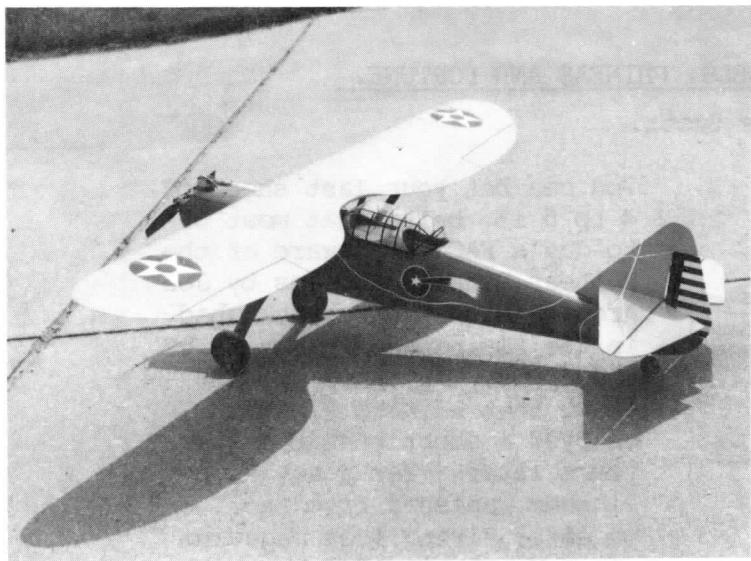
Jiro Sugimoto from Japan sent this pic of his Boulton-Paul P-9. Model is Pistachio size and flies great!

Middle row--Paul Stott, Sr. and Paul Jr. emerging from the NEW STANDARD at Old Rhinebeck. Paul, Jr.'s first plane ride. Look at that smile!

Chris Starleaf launching his DH Dash 8.

Bottom row--Old Megow plan Peanut size Beechcraft by Wayne Brock. Wayne says she is a fine flyer.

We think this is a model by Mike Midkiff. Looks like it should be electric powered. Sorry, we lost the note that came with it.



FLYING ACES, FLYING MODELS, PHINEAS AND FORTUNE.

By Dave Stott.



True to form, and just as in the old stories of the June, 1947 issue of Flying Models magazine! He is much older now, is married (not to Babette, his French heart throb in 1918), has a son, Elmer, is president of his own novelty company, and run and airline. Check the drawing above. And take it from me, clubsters, Joe Archibald never lost his touch. The new stories are as good as ever. This new series of Pinkham stories lasted only til the January, 1948 issue, when a new editor was installed and Flying Models magazine became devoted 100% to that which it's name implies, flying models.

Along with this revival of Phineas, work to restore the Flying Aces Club was underway. Many letters from former clubsters were mailed to Clint Randall, National Adjutant, telling of their thoughts on how the new FAC should be structured. Some of them were printed in the FAC News pages before this too, died at the hands of the new editor. But one letter, from a Raymond Dean Stalkin of Booneton, MO. foretold the future. And remember, this was written in 1947.....

*Dear Clint:*

*With the reorganization of the Flying Aces Club, let there also be a few changes in the policy of the club. We could use an organ to express our views wholeheartedly without pulling our punches. There is also room in the new organization for the conduct of Flying Aces Club contests. The old club had enough members to hold*

*a pretty successful contest. No reason for not following through the idea, even to the point of holding a Flying Aces Club Nationals. Not contests of photos of models, although that is a good idea too, but real big honest-to-gosh flying*

*contests held out of doors, with the awarding of club trophies and medals to the winners. I know that all of my friends who were members of the Flying Aces Club would support these ideas with a great deal of enthusiasm.*

*Raymond Dean Stalkin,  
Booneton, Mo.*

Ahmen, FAC Stalkin, ahmen.

(ed. note; Phineas is back again! See ad in this issue)

You can bet your last sheet of 4 to 6 lb. balsa that most of to-day's FACs are aware of the Phineas Pinkham stories by Joe Archibald that were published in the Flying Aces magazine of old. But, many FACs are not aware that Phineas Pinkham enjoyed a short re-birth some years later. Yep gang, When Pinkham vanished from the pages of Flying Aces magazine after November, 1943 he was not gone for good! In many of the old stories his squadron mates would bemoan his passing when he failed to return from some foolhardy mission, though the presence of this perennial prankster drove them whackey.

# FAC Postal Contests

11.

Another Postal Contest is now history Skysters. Posted below are the final standings. The winners are; in Indoor Peanut--Jack McGillivray, in Outdoor Peanut--Doc Martin, in Indoor No-Cal--Barrie Taylor and in Outdoor No-Cal it was Bob Clemens. Nice going Ozone-Chewers! Kanones to all!

Jack Bedehoft was the only Jr. entry and he gets a Kanone also.

## Indoor Peanut

Pilot	Plane	Time
Doc Martin	Ford 2-AT	96 sec.
Ric Choate	Pottier	93 "
Newt Bollinger	Cougar	92 "
Millard Wells	Huntington H-12	90 "
George Nunez	PT-19	63 "
Sidney Gilbert	Lacey M-10	62 "
Rich MacEntee	Currie Wot	62 "
John Polento	SE-5	30 "
Bob Shaw	DH-6	29 "
Charles Nelson	Pietenpol	21 "
Barrie Taylor	Waterman Gosling	85 "
Stan Fink	Huntington H-12	73 "
Larry Kruse	Santos Dumont 14bis	109 "
Scott Dobberfuhl	Farman Moustique	72 "
Bob Clemens	Currie Wot	69 "
Dick Harker	Sperry Messenger	63 "
Jack McGillivray	Kalinin K-4	123 "
" "	Spitfire Mk. XIV	134 "
" "	Found 100	144 "

## INDOOR NO-CAL

Pilot	Plane	Time
Larry Kruse	BooRay	236 sec.
Frank Hirleman	HE-100D	102 "
David Stott	Kalinin	120 "
Barrie Taylor	HE-119	420 "
Alan Clarkson	Waterman Gosling	65 "
Dick Obarski	Farman Postal	313 "
Joe Nuszer	Hosler Fury	245 "
John Vorhees	Curtiss Seagull	226 "
Rich MacEntee	Lacey M-10	212 "
Sidney Gilbert	Cub	166 "
Doc Martin	Dayton Wright	166 "
John Polento	HE-100D	102 "
Carl Hedley	Zero	58 "
John Wormley	Wildcat	63 "
Al Lawton	Mr. Smoothie	163 "
Bob Jamison	F4F Wildcat	160 "
Mike Morrow	P-39Q Racer	183 "
Lincoln Ross	F4F Wildcat	281 "
Jack Barker	B-P Defiant	86 "
Bob Clemens	P-63 Kingcobra	198 "
Dick Harker	Stuka	63 "
" "	Corsair	72 "
" "	TA-152	66 "
" "	FW-189	88 "
George Bredehoff	Stuka	104 "
" "	Comper Swift	75 "
Jack Bredehoff	Barracuda	93 "
Jack McGillivray	Barracuda	298 "

## OUTDOOR PEANUT

Pilot	Plane	Time
Curt Sanford	Lacey M-10	72 sec.
Doc Martin	Lemberger	285 "
Dan Reed	Cougar	74 "
John Tudor	Dayton Wright	55 "
Rich MacEntee	DH Beaver (floats)	49 "
Steve McKeown	Comper Swift	28 "
Dave Stott	Kalinin K-4	103 "
Jim Kutkuhn	RANS S-10	37 "
Bill Stoutenburg	Jodel BD-9	43 "
Larry Kruse	Voisin	126 "

## OUTDOOR NO-CAL

Pilot	Plane	Time
Dave Stott	Kalinin	184 sec.
Bob Clemens	Curtiss XF13C-1	344 "
Steve McKeown	Aeronca L3-B	52 "
Larry Kruse	Siemens-Schuckert	261 "
George Bredehoff	Hosler Fury	141 "

## SUMMER POSTAL CONTEST

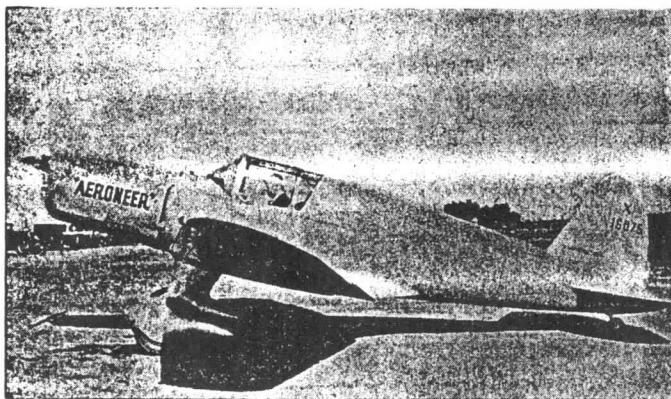
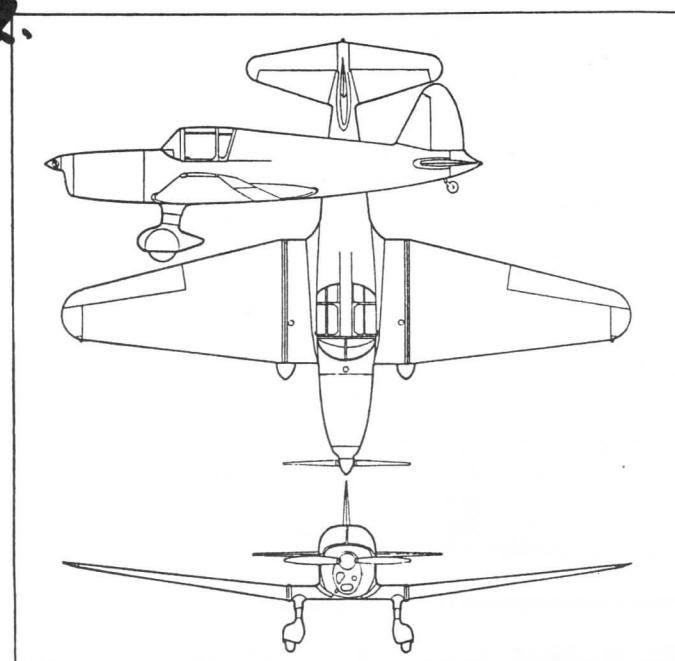
This season we will have two postal events for you to enter. They will be Golden Age Civil and Modern Civil. Enter as many models as you wish in each event. Send in your times, name of your model and the event you flew it in to FAC-GHQ. Every time you better a time with a particular model send it in too. Contest closes on October 25, 1998. Entries postmarked after Oct. 27 will not be accepted. The contest starts NOW!

## LATEST FAC PLAN PACK

Five brand new, never before published plans by Tom Nallen. GREAT STUFF by one of modelings super designers and builders. Get yours for only \$15.00 postpaid from FAC-GHQ, 3301 Cindy Lane, Erie, Pa. 16506.

Douglas A-1 Skyraider	19" span
Halton HAC-2 Minus	21 1/2" span
No. American P-51B Mustang	18 1/2" span
Hawker Hurricane I	20" span
Gee Bee Model "E"	18 7/8" span

Aero Engineering Corp., Metropolitan Airport, Van Nuys, Calif. (Temporary address.)  
Aeroneer IB—(Menasco, 125 h.p.)



Aeroneer IB

A.T.C. Pending. Type: 2-place, convertible, land, monoplane.  
Dimensions: Length overall, 24 ft. Height overall, 7 ft. 8 in. Span, 32 ft. 6 in. Root chord, 84 in. Tip chord, 35½ in.  
Areas: Wing (incl. ailerons) 168 sq. ft.  
Weights: Empty, 1444 lbs. Useful load, 296 lbs. Payload, 420 lbs. Gross weight loaded, 2160 lbs. Wing loading, 12.85 lbs. per sq. ft. Power loading, 17.25 lbs. per h.p.  
Power Plant: Menasco C-4, 125 h.p. Rated 125 h.p. at 2175 r.p.m. Fuel capacity, 43 gals. Oil capacity, 4 gals. Fuel consumption, 7.8 gals. per hr. at 1975 r.p.m. Oil consumption, 1 pint per hr. at 1975 r.p.m.  
Performance: High speed, 141 m.p.h. at 0 feet; cruising speed, 131 m.p.h. at 8,000 ft.; landing speed, 49 m.p.h. Climb at sea level, 800 ft. first min. Service ceiling, 15,600 ft.; absolute ceiling, 19,500 ft. Cruising range, 725 mi.  
Construction: Wings, 2200 series airfoil section, single 24ST dural spar, Alclad 24ST ribs, 24ST stiffeners, Alclad 24ST dural sheet-covered. Fuselage, semi-monocoque, Alclad 24ST-covered. Empennage, fixed, dural-covered; movable, fabric-covered. Landing gear, fixed, single strut cantilever, 6.50x10.00 tires, Autofan wheels, hydraulic differential brakes, air-hydraulic shock absorbers.  
Rigging: Angle of incidence, 1.0 deg.; dihedral, 4.1 deg. (top surface).  
Standard Equipment: Flight instruments, air speed, altimeter. Engine instruments, tachometer, oil temperature, oil pressure, fuel pressure, fuel gauge (electric). Navigation lights; wheel pants; wing flaps, split; trimming tabs, both elevators; dual controls; tail wheel, full swiveling. Luggage compartment, 40 lbs. Other equipment, tail wheel lock, hatch, easily adjustable in flight, "Reading" battery.  
Price: \$4950 less extras. With Menasco B-6, \$5675. (At factory.)

The Erie Model Aircraft Assn. contest of May 9th has been rescheduled for June 27th. Same events, etc.

## RUBBER POWERED MODEL AIRPLANES Goes To Press For Fourth Time!

FOR MORE INFORMATION, CONTACT - Mike Markowski, Publisher (800) 566-0534 or (717) 566-6423 (You may FAX ANYTIME, 24 hours a day.)

**FOR IMMEDIATE RELEASE! - BOOK NEWS**  
Hummelstown, PA - March 20, 1998

**RUBBER POWERED MODEL AIRPLANES**  
By Don Ross

We are pleased to enclose a "hot-off-the-press" copy of *Rubber Powered Model Airplanes*, now in its fourth printing! We are excited about this because it tells us the hobby is alive and well and growing. In addition to "old timers" (retreads) getting back into it, we see more school boys and even girls, getting started with rubber powered models.

The book would be great for anyone interested in the growing field of micro-R/C, as the methods of construction are similar to rubber powered models. We've discovered that some R/Cers who live in the colder climates, have taken to indoor models during the winter months. At least they can fly something and get together with others to do some "hangar" flying.

The book is endorsed by industry leaders like: Bob Mauser, Earl Van Gorder of *Flying Models Magazine*, Ed Whitten and Harry Murphy of *Model Aviation Magazine* and *English Aeromodeler Magazine*.

Don Ross, the author, has been building and flying model airplanes since 1942. He is now "retired" and spends his time in doing more modeling, helping youth get started, and writing more books and magazine articles.

**Publication Date:** April 1, 1998  
**Price:** \$14.95  
**ISBN:** 0-938716-19-0

**NOTE:** This is a quality paperback. It measures 5 ¾ x 8 ¼, has 168 pages and 133 illustrations.

Quantity discounts are available. Dealer inquiries invited.

**Aviation Publishers**  
One Oakglade Circle  
Hummelstown, Pa. 17036

## IN MEMORY

• Montserrat College of Art and Yale University have created scholastic awards in Carol's honor. They are both accepting donations in her name:

The Carol Schlosberg Scholarship Fund, c/o Montserrat College of Art  
P. O. Box 26, Beverly, MA 01915

The Carol Schlosberg Memorial Award, c/o Yale University School of Art  
P. O. Box 208339, New Haven, CT 06520-8339

• Yale University School of Art will hold a one-woman show - The Work of Carol Schlosberg - from June 15 to June 28, 1998, at the Art & Architecture Gallery, 180 York Street, New Haven CT. A reception for this exhibition will be held on Friday, June 19, from 5-7 pm.

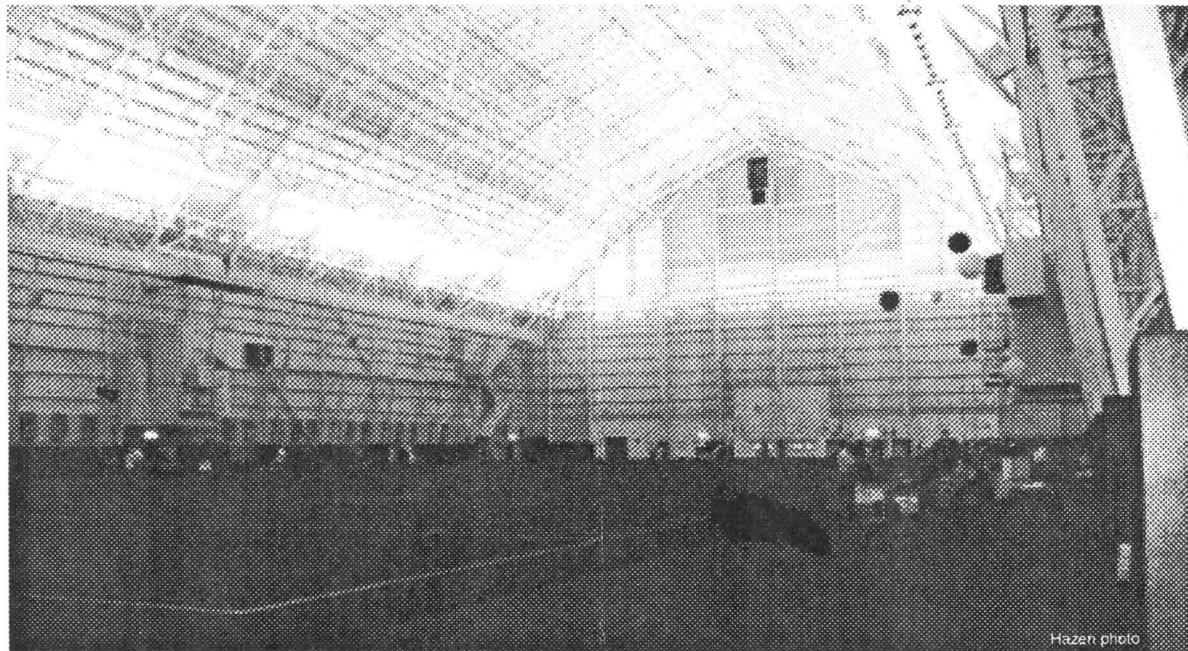
• We are seeking information regarding the location of Carol's dispersed artwork, and any commentary on her life and art. This information will be used for the creation of two compilations: a Yale University Catalog for Carol's Exhibition; and an in-depth publication assembled by the family.

Please submit information to:

Lynda Schlosberg Bazin, P. O. Box 100, Carlisle, MA 01741  
Email: schlosberg@aol.com, Phone: (978) 371-0155

# Premiere Indoor Meet — a Success!

13.



Hazen photo

*What a great place to have an indoor contest! I said it myself the first time I saw the fieldhouse, and heard that sentiment expressed many times during the meet. From where I stood it looked like everyone had a good time. We had a few minor problems during the day, but overall, things ran smoothly.*

I have to say thank you to all the people that helped us put on this contest--to Dan Flintjer, who got us the use of the site--to Hugh Jones, for doing the flyers, making signs, building trophies, and judging Bostonian--to Lin Reichel and Ross Mayo for doing a great job judging the scale entries. And to my son, Dean, who gave up his weekend to help out the old man. Bob Clemens and David

Rosenberg are also invaluable. Juanita Reichel did a fantastic job of running the front desk. She taught me a few things on running a better meet! A crew like this makes my job so much easier.

Thanks also to the monetary generosity of several enthusiastic supporters who did not fly, including: Neil Dennis, Larry Marshall of Model Airplane News and John Clapp Of FAI Modeling Supply. John brought along some

free flight and indoor goodies, a welcome sight at any meet.

I also want to thank all of the contestants for making the job of CD so enjoyable. *I almost don't miss flying! Yeah, right.* Seriously, we hope all of you will come back next year and bring a friend with you. If you have any suggestions for events or how to improve things, drop me a line.

Vet Thomas  
Contest Director

## AMA Events

### BOSTONIAN CABIN

Contestant	Flt Pts	Char Fact	Score
1 Richard Miller	560	1.17	652.86
2 John Maret	509	1.13	575.17
3 Chris Brownhill	333	1.11	369.63
4 Jim Lee	284	1.16	331.76
5 Mike Thomas	279	1.12	312.48
6 Walt Kornrich	225	1.16	261
7 Bert Phillips	148	1.12	165.76
8 Pete Azure	137	1.17	160.29

### UNLIMITED ELECTRIC

Contestant	Model	Best Flt
1 Dan Hurd	Thistle	11.00
2 Mark Whalen	Mastodon	9:06
3 Clarence Hurd	Thistle	5:47

### MINI STICK

Contestant	Best Flt
1 Tom Sova	11:15
2 Walt VanGorder	10:33
3 Larry Mzik	10:03
4 Ken Mark	8:12
5 Bill Henderson	7:31
6 Ed Archer	7:24
7 Vernon Neff	5:58
8 Don Steeb	5:27

### EASY B

Contestant	Best Flt
1 Tom Sova	21:34
2 Don Slusarczyk	21:23
3 Fred Tellier	20:02
4 Larry Mzik	16:35
5 Ed Archer	10:50
6 Anthony Nguyen	7:05

### LIMITED PENNY PLANE

Contestant	Best Flt
1 Dan O'Grady	12:53
2 John Maret	12:52
3 John Kagan	12:42
4 Peter Olshefsky	12:32
5 Jim Sonnenmeier	11:53
6 Walt VanGorder	11:45
8 Greg Gallo	11:35
9 Larry Loucka	11:32
10 Chuck Slusarczyk	11:21
11 Vern Hacker	9:21

### INTERMEDIATE STICK

Contestant	Best Flt
1 Larry Loucka	27:55
2 Don Slusarczyk	27:26
3 Tom Sova	26:03
4 Fred Tellier	23:09

## \* \* Mr. Thumsome's Philosophy \*

Mumbo Jumbo #84 from the pen of the Glue Guru

Salutations, disciples! After a hard morning of gluing fuselage frames I usually relax by studying my favorite literature, pre-war aerial journals, i.e. pre-WWI, when life was simpler. All was hard wood and not even the income tax existed. When Mr. Thumsome burst in I confess to a tiny spasm of annoyance. However his usual enthusiasm swept doubts away as he screamed, "I've got it GG! More than just some dumb slogan, here's a whole philosophy for FAC. Listen to this! Man's best friend outside a dog is model airplanes. Inside a dog it's too dark to fly models. It's got everything! Models, dogs, friendship and get the note of hard reality as we admit you can't fly inside a dog."

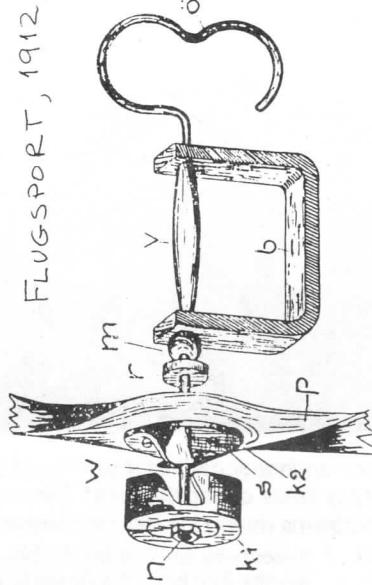
I fought for time. "Why would anyone want to fly inside a dog?"

"That's not the point, GG! Take those ads where they show cars on mountain tops or the North Pole. Nobody is really going to do that. The idea is to show forethought. The car designer has thought it all through. Even impossible places have been thought through. So everyday roads are a cinch. Same with the dog. If all you want to do is fly over a nice grassy field, why there's nothing to it."

"But it isn't so, Mr. Thumsome. If we thought it a cinch, we wouldn't award prizes for achievement. It's the very difficulty that holds our attention. This is an activity for the stoic, not those seeking easy satisfaction."

"Yeah, but you can't say that. It would scare people away. Anyway, what have you got there?"

FAC REPORT, 1912, #5, PAGE 125



"Unfortunately I have no German and so am uncertain. The sketch seems to show an early freewheel..."

"Nah. I'll tell you what it is. It's an automatic winder. You hang the motor on 'O'. Then 'P' is used as a windmill. You stick the model out of your car window doing 50 MPH and let the breeze rev the prop up to speed. Then you push on 'n' and those claws grab. Wham! The motor gets all wound up. No drill, no sweat. That's a great idea, GG!"

"I have certain reservations, Mr. Thumsome. If 'O' is indeed the front hook, why is there so large a gap in the formed wire? Surely the huge gap encourages the motor to fall out..."

"That's your trouble GG, you're a pessimist. With you, the hook is always half empty." "Perhaps, Mr. Thumsome, perhaps."

## FAC Events

### GOLDEN AGE SCALE

Contestant	Model	Tot Pts
1 Mike Thomas	Cub	360*
2 John Maret	Leopard Moth	360*
3 Bill Henderson	Focke-Wulf A17A	309
4 Don Srull	Mureaux	264
5 John Houck	Rearwin Sportster	55
6 Pete Azure	Fairchild 24	47

\* Fly-off determined 1st place

### NO CAL SCALE

Contestant	Model	Tot Pts
1 Don Steeb	Folkerts	1131
2 Chuck Slusarczyk	Cassutt	1105
• Don Steeb	Mr. Smoothie	1028
3 Bill Henderson	Hosler Fury	960
4 Don Slusarczyk	Cassutt	855
5 Chris Brownhill	Lacey M10	754
6 David Rosenberg	Mr Smoothie	727
7 Bob Clemens	P-63 King Cobra	498
8 Paul Weigand	HughesRacer	373
9 Paul Savage	P-51	448
10 Paul Weigand	Bonzo	339
11 Ed Archer	Taylorcraft	277
12 Mike Thomas	Hosler Fury	258
13 John Houck	TBD-1	231
14 Pete Azure	Waterman Gosling	198
15 Mardean Moyer	Bebe Jodel	162

\* 2nd Plane

### POWER SCALE

Contestant	Model	Flt Pts	Scl Pts	Bonus Pts	Tot Pts
1 Bob Clemens	Farman Jabiru	75.25	59	5	139.25

### FAC PEANUT

Contestant	Model	Flt Pts	Scl Pts	Bonus Pts	Tot Pts
1 Jack McGillivray	Spitfire	82.5	55	10	147.5
2 Bill Henderson	Bleriot VII	80.5	54	10	144.5
3 Don Slusarczyk	DH-6	82.25	44	15	139.25
4 Bob Clemens	Currie Wot	64.5	58.5	15	138
5 Greg Gallo	Cougar	82	55	0	137
6 Jim Lee	Lacey M-10	78.25	54	0	132.25
7 Chris Brownhill	Lacey M-10	82.75	46	0	126.75
8 Don Steeb	Wright Flyer	23	58	40	121
9 Vern Neff	Elias Aircoupe	68.8	38	3	109.5
10 John Houck	Piper Vagabond	46	52	0	98
11 Bert Phillips	Bellanca	29	38	10	77

### THOMPSON/GREVE RACE

Contestant	Model
1 Jack McGillivray	R-4 Jack Rabbit
2 Greg Gallo	Floyd Bean Spec
3 Don Srull	R-4 Jack Rabbit
4 John Houck	Art Chester Jeep

# Aircraft Drawings National Air and Space Museum

Drawings on this list are available as paper prints from the National Air and Space Museum Archives Division. Please limit orders to no more than ten aircraft types per request. Send orders, accompanied by check payable to the National Air and Space Museum, to:

National Air and Space Museum  
Archives Division, Rm 3100  
MRC 322  
Washington, DC 20560

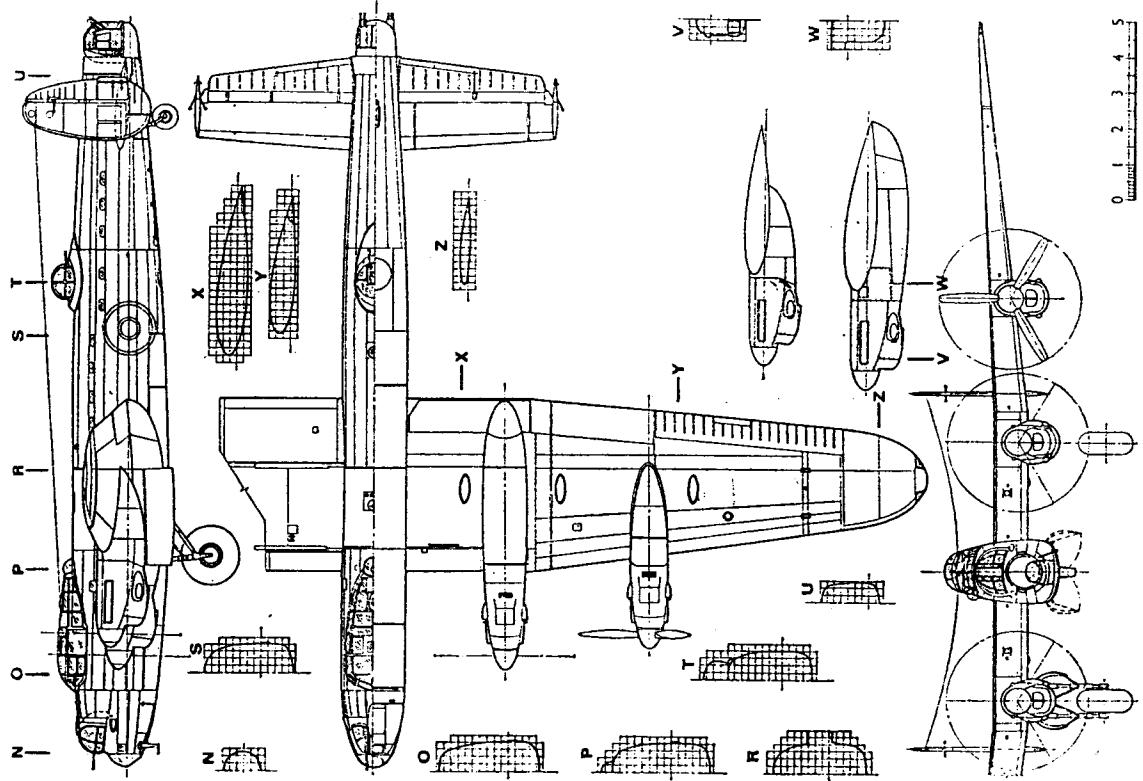
Please include \$5.00 for shipment in tubes via UPS.

Aircraft Type	Dimensions	Sheets	Cost	Drawn by
Albatros C.V	22x31	1	\$ 2.00	Nieto
Albatros D.Va <i>Strapp</i>	30x42	1	\$ 3.00	Madison
Alexander Eaglerock	23x31	2	\$ 4.00	Nieto
Arado Ar 196A	29x42	1	\$ 3.00	Madison (R92-1977)
Bellanca CF	30x42	1	\$ 3.00	Clapp
Bellanca Columbia	23x31	2	\$ 4.00	Nieto
Bleriot XI	34x50	1	\$ 4.00	Mussey&Thompson
Boeing Lunar Roving Vehicle (LRV)	30x42	3	\$ 9.00	
Boeing MB-3A	23x31	1	\$ 2.00	Nieto
Boeing P-26A	23x31	1	\$ 2.00	Nieto
Bowlus-Dupont Falcon Sailplane	26x33	1	\$ 2.25	Salemi (R25-1965)
Burgess-Dunne Hydro Aeroplane	26x51	1	\$ 3.25	
Caudron G.IV A2 Type 1	36x66	2	\$15.50	Stevison (R1967-10)
Consolidated PT-3	22x31	1	\$ 2.00	Nieto
Curtiss A-1	24x32	3	\$ 6.00	
Curtiss F9C-2	34x55	1	\$ 4.75	
Curtiss Headless Pusher 1912	30x36	1	\$ 2.75	MacEwen
Curtiss Hydroaeroplane 1911	36x48	1	\$ 4.00	Brazelton
Curtiss Hydroaeroplane Twin Tractor 1911	34x70	1	\$ 6.00	Nevin (Q967-1)
Curtiss JN-4, JN-6H	23x31	4	\$ 8.00	Nieto
Curtiss NC-4	18x24	1	\$ 1.00	Eberspacher
Curtiss R3C-1, R3C-2	23x31	1	\$ 2.00	Nieto
Curtiss R3C-1	11x18	1	\$.75	Eberspacher
Curtiss R3C-2	11x18	1	\$.75	Eberspacher
Curtiss R3C Sketchpage	11x18	4	\$ 3.00	Eberspacher
Curtiss Robin	23x31	2	\$ 4.00	Nieto
Curtiss SB2C series, A-25	18x25	3	\$ 3.00	Madison
Curtiss SB2C-5	42x60	1	\$ 6.00	Madison
Curtiss TR-2/3	30x40	1	\$ 3.00	Koster
Curtiss XP-55	36x54	1	\$ 4.75	
Dayton-Wright DH-4	30x40	1	\$ 3.00	Clapp
DeHavilland DH.2	34x60	1	\$ 5.00	Mussey&Thompson (Q967-20)
DeHavilland DH.5	22x31	1	\$ 2.00	Nieto
DeHavilland DH.98 Mosquito	36x50	1	\$ 4.25	Madison
Dornier Do 335	36x66	1	\$ 7.75	Koster (R49-1965)
Douglas O-43A	22x31	2	\$ 4.00	Nieto
Douglas World Cruiser	24x32	4	\$ 8.00	Koster
Douglas XB-42	24x44	1	\$ 2.75	Macomer
Fairchild FC-2	29x42	1	\$ 9.00	Madison (R1967-47)
Focke Wulf Fw 190D-9	32x46	1	\$ 4.00	Koster (R74-1966)
Focke Wulf Fw 190F-8/R-1	32x45	1	\$ 4.00	
Fokker D.VII	22x31	4	\$ 8.00	Nieto
Fokker D.VIII	24x32	1	\$ 2.00	Fischer
Fokker Dr.I	23x31	2	\$ 4.00	Nieto
Fokker E.III	23x31	1	\$ 2.00	Nieto
Fokker F.I (V.44)	24x36	1	\$ 2.00	Fischer
Fokker F.II (V.45)	24x32	2	\$ 4.00	Fischer (A-47506a)
Fokker F.III	24x36	2	\$ 4.00	Fischer
Fokker F-10	25x38	1	\$ 2.25	
Fokker F-10A	36x48	1	\$ 4.00	AMLA
Fokker T-2	25x36	1	\$ 2.25	Eberspacher
Fokker T-2, F-IV	36x48 24x37	4	\$14.25	Fischer (R20-1964, R83-1964)
Goodyear ZRS-4 USS Akron	18x76	1	\$ 3.25	Goodyear
Herrick HV-2A Vertoplane	20x24	1	\$ 1.25	McClaren
Hiller HOE-1	22x30	1	\$ 2.00	Newcomb (R47-1966)
Hiller XH-44	22x30	1	\$ 2.00	Newcomb (R47-1966)
Howard DGA-6 <i>Mister Mulligan</i>	20x37	1	\$ 2.00	Osborne
Huff Deland Duster	26x37	1	\$ 2.75	Madison
Kellet XO-60	28x39	1	\$ 3.00	Newcomb (R47-1966)
Lilienthal 1894 Glider	22x30	2	\$ 3.50	Newcomb
Lilienthal Glider	26x33	1	\$ 2.25	Salemi (R83-1965)
Lockheed Sirius <i>Tingmissartoq</i>	34x45	1	\$ 4.00	
Lockheed Vega Winnie Mae	16x22	2	\$ 2.00	Eberspacher
Lockheed Vega SC Winnie Mae	34x56	1	\$ 4.75	(R93-1966)
Lockheed XC-35	34x142	1	\$12.00	Mussey&Thompson
Loening C-2	15x22	1	\$ 1.00	Loening
Loening OA-1A San Francisco	36x46	1	\$ 4.00	Fischer

Contestant	Model	Fit Pts	Bonus Pts	Tot Pts	DIME SCALE		WORLD WAR II		FAC SCALE	
					Fit Pts	Bonus Pts	Tot Pts	Bonus Pts	Fit Pts	Tot Pts
1 Jack McGillivray	Arado	355	30	385	355	30	385	174	174	385
2 Don Siebel	Fokker D-7	129	45	174	173	0	173	0	0	173
3 Stu Meyers	Curtiss Robin	173	0	173	144	30	144	122	0	122
4 Pete Azure	Spitfire	114	30	144	122	0	122	102	0	102
5 Pete Azure	P-51A	122	0	122	122	0	122	102	0	102
6 Bert Phillips	P-40C	102	0	102	102	0	102	29	29	102
7 John Houck	Monocoupe	7	0	7	7	0	7	0	0	7
8 Greg Gallo	BT-7	0	0	0	0	0	0	0	0	0

15.

# Avro 683 "Lancaster" B.Mk.I



SUBMITTED BY RICK DORT

## NEW PLAN SOURCE

Martin B-26 Flak Bait	36x50	1	\$ 4.25	Stearns
Martin B-26C	36x71	1	\$ 6.00	Martin Airplane Co
Messerschmitt Bf 109G-6	32x44	1	\$ 3.75	
Messerschmitt Me 163B-0	30x44	1	\$ 3.25	
Messerschmitt Me 262	31x66	1	\$ 5.25	
Nagler-Rolz Nr 54V-2	16x21	1	\$ 1.00	Newcomb (R47-1966)
Nieuport 10	34x54	1	\$ 4.25	Mussey&Thompson (R56-1966)
Nieuport 11	23x31	1	\$ 2.00	Nieto
Nieuport 28	23x31	1	\$ 2.00	Nieto
Nieuport 83E2	33x47	1	\$ 4.00	Koster
Nieuport Nighthawk	23x31	2	\$ 4.00	Nieto
Northrop Gamma Polar Star	30x42	1	\$ 3.00	Madison (R14-1966)
Northrop P-61C	23x31	1	\$ 2.00	Nye
Oka 11	22x32	1	\$ 2.00	Edmonston (R15-1966)
Piasecki PV-2	22x30	1	\$ 2.00	Newcomb (R47-1966)
Pitcairn AC-35	29x41	1	\$ 3.00	Madison (R92-1966)
Pitcairn Autogyro	22x31	1	\$ 2.00	Nye
Pitcairn Mailwing	29x40	1	\$ 3.00	Newcomb (R1967-40)
Roland D.II	22x31	1	\$ 2.00	Nieto
Rumpler D.I	23x31	2	\$ 4.00	Nieto
Ryan NYP Spirit of St. Louis	21x29	1	\$ 1.75	MacEwen
Sikorsky S-38A, XPS-2	24x36	1	\$ 2.00	Eberspacher
Sikorsky S-38B, PS-2	24x36	1	\$ 2.00	Eberspacher
Sikorsky S-39	24x36	1	\$ 2.00	Eberspacher
Sikorsky XR-4	34x48	1	\$ 4.00	Mussey&Thompson
Sopwith 7F1 Snipe	25x31	2	\$ 4.75	Nieto
SPAD XIII Smith IV	33x56	1	\$ 4.75	
SPAD XVI	29x40	1	\$ 3.00	Newcomb (R47-1966)
Spandau Machine Gun (LMG 08/15)	34x48	3	\$12.00	Fischer
Stinson A-1	26x54	1	\$ 3.25	Stinson
Stinson SR-9B Reliant	27x46	1	\$ 3.20	Stinson
Supermarine Spitfire Mk.VII	29x40	1	\$ 3.00	Koster
Thomas Morse MB-3	23x31	1	\$ 2.00	Nieto
Travelair 2000	23x31	2	\$ 4.00	Nieto
Travelair 6000	23x31	2	\$ 4.00	Nieto
Verville-Sperry Messenger	24x31	1	\$ 2.00	Madison
Verville-Sperry Messenger M-1A	36x65	1	\$ 5.75	USAAS
Voison 8 (L.A.P.)	34x44	1	\$ 3.75	Matt (R35-1964)
Vought OS2U-3	22x34	1	\$ 2.00	Hooper (R26-1965)
Vought OS2U-3	32x45	1	\$ 4.00	Koster
Vultee V-1A	33x68	1	\$ 5.75	
Waco 240A	23x31	1	\$ 2.00	Nieto
Waterman Aerobile	34x42	1	\$ 3.25	Matt (R59-1965)
Waterman Whatsit	23x35	1	\$ 2.00	Matt (R59-1965)
Wittman Special Buster	22x30	1	\$ 1.75	Newcomb (R47-1966)
Wright H-S	33x76	1	\$ 6.25	Nevin
Wright Type A Military Flyer	30x36	1	\$ 2.75	
Wright Vin Fiz	24x34	1	\$ 2.00	MacEwen

25 scale plans plus 6 "Old Timers", scale plans are originals. More plans added frequently.  
For list send a S.A.S.E. to;

John Blair, 443 Henson Rd.  
Warne, N.C. 28909

## E-MAIL AND MORE

## Ross P. Mayo

GHQFAC@aol.com

Well clubsters, GHQ has made the decision not to establish an Official FAC Web site. All of the member input received was concidered in making this decision. Perhaps there is one in our future, but for the time being, all official FAC information will be found within the pages of this newsletter. We will continue to list e-mail addresses for at least one more issue. Please send addresses to me directly and don't forget to add your city and state. Ross

Azure, Pete	pazure@wwnet.net	Livonia	MI	Marshall, Larry	Ridgefield	CT
Bennett, Dick	janustech@compuserve.com	Rockford	IL	McLellon, Bob	Virginia Beach	VA
Boals, David	BOALS@METRONET.DE	Stuttgart	Ger.	Nassise, Mike	South Easton	MA
Burke, James	K1ncd@aol.com	Glastonbury	CT	Nunez, George	Miami	FL
Clarke, Bob	ClarkeB@hanscom.af.mil	Nashua	NH	Pittman, Terry	Anandale	VA
Culf, Adrian	aculf@sfu.ca	Vancouver	Can.	Plumpe, Dave	Salem	SC
DeTar, James	jdetar@juno.com	Brockport	NY	Reich, Charles	St. Augustine	FL
Franks, David	dffranks@saturn.vcu.edu	Richmond	VA	Rosenberg, Keith	Appleton	WI
Harris, Wm. MD	72050.536@compuserve.com	Honolulu	HI	Russo, Rocky	Salt Lake City	UT
Hilliard, George	ghilliard3@pol.net	Longview	TX	Schobloher, Charles	Troy	MI
Hines, Mike	MGHines@aol.com	Franklin	TN	Sheppard, Bill	Aberdeen	NC
Hlebcar, John	hlebcar@juno.com	Napa	CA	Shive, Bill & Jean	Lansdale	PA
Koopman,Phil Sr.	PKAeronaut@aol.com	Orlando	FL	Toner, Ed	Brick	NJ
Kuenz, Ralph	rkuenz@ameritech.net	Detroit	MI	Tudor, John	Palm Bay	FL
Kutkunn, Jim	jasbar@cybertrails.com	Casa Grande	AZ	Wank, Peter	Westport	CT
Lamb, Edwin	edsplace@worldnet.att.net	Bellevue	WA	Wilson, Andrew	72270.1601@compuserve.com	Tokyo
Linstrum, David	globalguy@inet-1.com	Provo	UT	Zumer, Frank	zumair@new-vista1.com	Mebane
Main, Brian	bmjrmmodels.com	Sharpes	FL	<b>WEB SITES TO CHECK OUT</b>	ART.....	http://www.bekkoame.or.jp/~t-kyoji/Ecl-pln.html
Marek, Dan	danann@mindspring.com	New York City	NY	FF.....	http://www.bmjmmodels.com	
<b>N.B. CORRECTIONS</b>						
Anderson, Jim	anderson@cybertap.com	Ontario	Can.	LINKS..	http://www5.pair.com/dvetter/FF/	
Bollig, Ryan	RCBollig@aol.com	Marshall	WI	RC.....	http://www.gslink.com/~leel/	
Burns, Michael	miburns@recorder.ca	Ontario	Can.	Vintage Aero.....	http://users.aol.com/pkaeronaut	
Snell, Don	dsnull@pressroom.com	McLean	VA	R/C & MISIC.....	http://members.aol.com/rcbollig/models.htm	
Wilson, Kenneth	kdawhistorian@juno.com	Evansville	IN	Penn Valley Hobby Shop....	http://www.pennvalleyhobbycenter.com	

**A VERY SERIOUS MATTER HAS BEEN BROUGHT TO OUR ATTENTION... THE DEATH OF BOB AND JANE SCHLOSBERG'S DAUGHTER CAROL.**  
All who have access to on line services are requested to call up the following self explanatory web site: <http://world.std.com/~wsdi/petition.htm>

## S.O.S.--S.O.S.

Roy Oberg, 6351 Kies N.E., Rockford, Mi. 49341 is looking for the wing & stab plan for a W.I.T. (Wash. Inst. of Tech.) Triax (1938 version). He has part of the plan but needs the rest. Can anyone help him?

## The Western New York Free Flight Society presents its **29th** Annual **Empire State Free Flight Championships** **Poormon Farm** August 7-8-9, 1998 Fayette, New York

AMA SANCTIONED

Contest Director--Brooks Goodnow, 183 State St., Auburn, NY 13021 Phone (315) 252-9170 for events.



The first in a line of Model 24's, the Fairchild 24C Cabin Sport was designed and constructed for individuals who liked to fly and for new student pilots. It was safe and easy to operate and was by various comparisons considered to be reasonably priced.

Transportation prophets of the late 1920's, felt that like the automobile industry, aviation must look to the average citizen as its potential market. People were beginning to realize the value of and the importance of roles being played by the new large air transports and swift military airplanes which were laying the foundation of our vast air system to come. These aircraft presented only a part, but a very important one of what the future was holding for aviation.

Most people had been prone to look upon the less romantic side of life's activities with indifference, yet here was lying the golden future of aviation and of a whole new transportation system. The romance of the air was about to begin.

The government had been awakened to these facts and with a few air-minded stwarts in Congress, began proceeding on a sound and practical air policy by endeavoring to make the public more aviation oriented and in following this, by having the aircraft manufacturers begin to offer a comfortable, safe, light plane at a somewhat then reasonable price.

One of the first planes offered the public was the early Fairchild 24C. This new model was originally powered with a 95 hp Cirrus H2 drive-in-line engine.

This model was designed primarily for the private owner, however it did not overlook the needs of the student pilot, as dual controls were standard equipment.

It was interesting to note that initially the new 24's were being built at the rate of 20 per month, so great was the early demand. This figure was shortly revised as after its introduction, all businesses began to slow down.

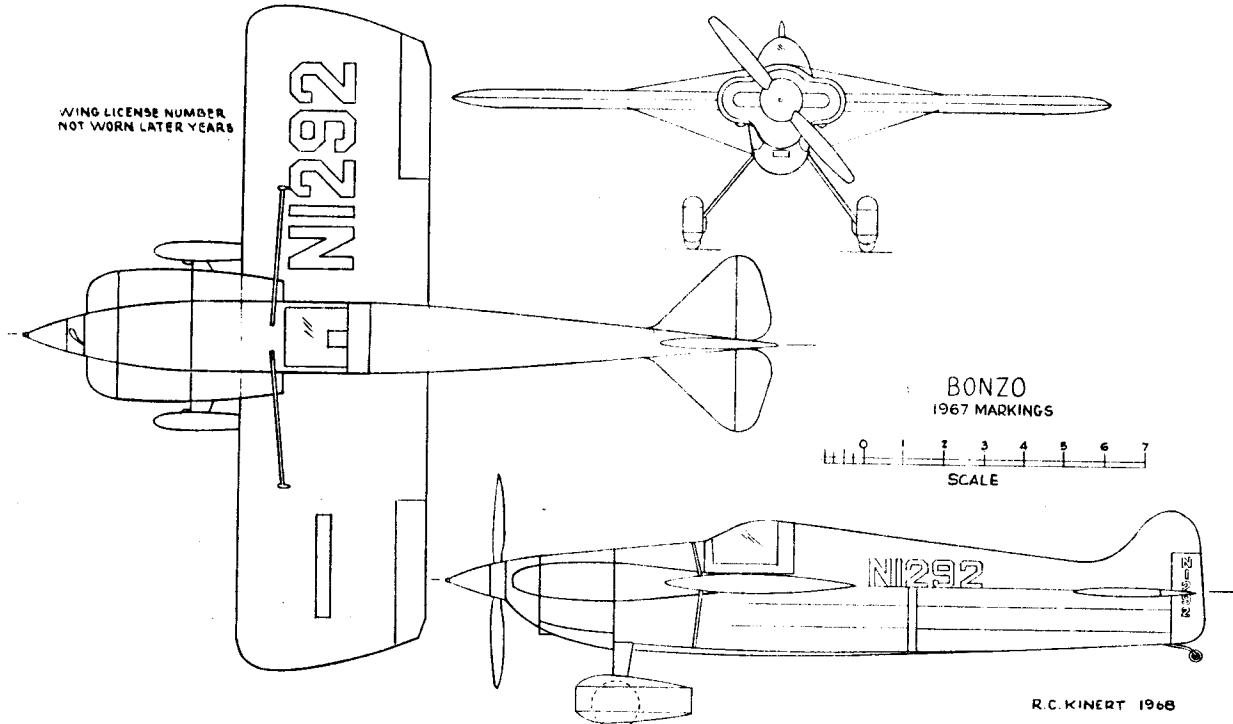
An unusual feature of all Fairchild 24 models was the shallow wing root which was designed to reduce wind resistance at the fuselage joint and to better the pilots visibility.

In designing the Fairchild 24 the engineers had decided upon using all metal corrugated ailerons. This was done to reduce the tendency which long ailerons had of twisting or warping.

A wooden propeller was used on the original aircraft in an attempt to reduce vibration and noise.

The dimensions and performance data given by the sales people at the time were as follows;

Wingspan 34ft 8in; Wing Channel (Chord) 5ft 6in; Length 23ft 2in; Height 7ft; High Speed 115 mph; Cruising Speed 95 mph; Climb at sea level 700 ft per min; Cruising range 350 miles.

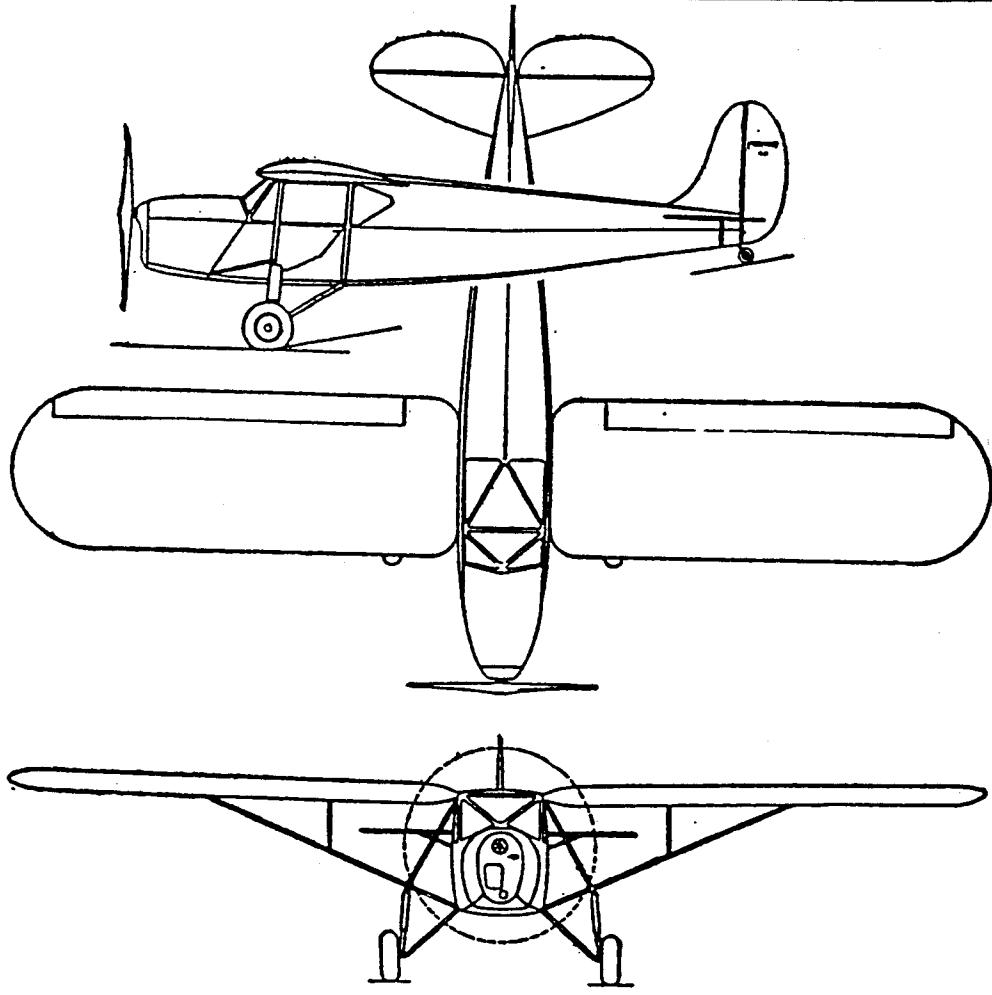


This design is proof that a well engineered airplane will last for years and with modification and strengthening was found to be able to use the newer and more powerful engines as they were being developed and becoming available.

Many 24's are still seen at fly-ins in both the radial and in-line engine versions. A few years ago the owner of the small grass strip which my full scale glider club operates out of, had a Fairchild 24R. The Ranger engine gave it more than enough power and I had a chance to fly it a couple of times. Although designed many years ago and constantly updated it was one good flying machine.

Most modelers are more familiar with the Model 24R which with its in-line Ranger engine was the more sleek looking variation. As a matter of fact the R was widely kitted by many model manufacturers of old.

Not too many drawings are available of this seldom seen Cirrus engine powered version, however W.C. Hanan Graphics had a Walt Mooney designed rubber powered plan of the Fairchild 24C-8 with a wingspan of 20 3/4 in.



FAIRCHILD 24C-8

## Out of Sight but Not Out of Mind

by: Jack Moses

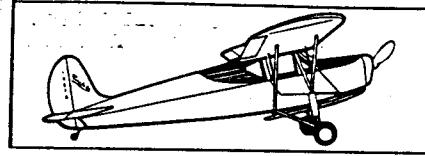
Losing airplanes out-of-sight is not a general concern to those of us who tend to build on the heavy side. In my case, the exception occurred some years ago at the Outdoor State Meet. P-Nut Scale was an offered event and I entered my Nikitin-Chevchenko IS-4 from Mark Fineman's plan. It had a better climb than any P-Nut I had ever built before (or since for that matter) and a decent glide too. It was mostly green and needed a good line on it every time to retrieve it. No, it didn't go out-of-sight in the tall grass. On the third "official" it provided lunch for Hung. Only then did I begin to understand the mixed emotions others have said they felt when one of their favorites flew away. I liked that ship a lot and built another to replace it. And wouldn't you know, the God of Thermals claimed it for one of his own the following summer. I haven't built a Fineman designed P-Nut since, but if I see a plan with his name on it, I'm sure it'll be like the moth and the flame. I won't be able to stay away from it. If you build an IS-4 beware, it's one of Hung's favorite foods.

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(504) 882-6535 phone or fax. Long SASF for free catalog.



20.

Annual F.A.C. F.F. scale contest  
Wright Field  
Wright-Patterson A.F.B.  
Dayton, Ohio



Saturday 20 June, 1998  
0900 - 1630  
probably use gate 1b



Sponsored by  
McCook Field Squadron F.A.C.

THE ONE DESIGN CONTEST - REASONS AND RULES

The One Design Contest was originally conceived to provide a means for "Duffers", "Retreads" and Novices to meet & compete in a relaxed, fun fly atmosphere where the model and the events gave no advantage to the building and flying experts and anyone willing to try could go home with a prize. The concept was a roaring success right from the start and for ten straight years has attracted as many contestants as any of the others standard Free Flight Events.

We have had many successful One Design models. More than a few flew out of sight during the contest and a Mass Launch with 25 models zooming skyward is a thrill none of us will ever forget. Since all models are the same design using the same prop and rubber motor size, only a small factor of workmanship, a large one of luck and an individual one of prayer separate winner from last place. Here are the general rules:

MYSTERY TIME: ROG for any time between 30 & 90 sec. On Sunday, Mystery Time is drawn from a hat. Closest times are winners.

TIME TARGET: One flight ROG, One HL. One minute target each flight. Score is seconds over or under target. Lowest score wins.

ROG ENDURANCE: 2 flight. 90 sec. max. each. Highest score wins

TISSUE TOW: 2 flights ROG. No of sheets of tissue towed in a streamer behind model X seconds of flight determines score. Highest total score wins.

THERMAL SEARCH: You must complete 5 minutes of flight in any number of flights over 2 days. You can use any other official flight to score towards this but you must declare it as a Thermal Search flight before launch. Score is total seconds divided by number of flights with penalty of 1/2 point for each second over 5 minutes.

MASS LAUNCH: First one, two or three down are out until only three left for final standing.

BONUS POINT: One Bonus Point towards total contest score will be given to any contestant who makes a 30 sec. ROG flight with any hand made prop, any One Design Model and any amount of rubber.

Listed below are the eligible designs for this event. Pick your favorite one and go for it!

Pacific Ace 30	Black Bullet 30
Sparky 32	Maverick 32
3/4 Korda 33	3/4 Flying Cloud 33
F.A. Sky Gull 30	Cruiser 30
Gollywock 31	Stahl Hi Climber 30
Pirate/Prowler 31	Jabberwock 31

VIDEO FOR SALE

1997 Eastern Seaboard FAC Flying. 2 hours, close-up flights, sunset flying, splash meets, Geneseo, professional quality tape. \$20.00 Limited supply. David Franks, 10130 Epsilon Dr., Richmond, Va. 23235.

 kenway@ planet.net	Fax 1 908 850 5024
Actual size wgt.5 grams	
<b>Motor with 5:1 planetary gearbox</b> assembled w/2 props \$19.95	
<b>1 mm white foam sheet (11" x 17")</b> 10 pack \$17.50	
<b>3 cell 50 mA batt. (Sanyo) \$5.00</b>	
<b>Motors and U-80 direct drive props</b> S&H \$3; Can/Mex \$4; All other \$5 Send S.A.S.E. for catalogue	
<b>1-908-850-9571</b> orders only N.J. residents add 6% sales tax	
<b>KENWAY</b> P.O. Box 889 MICRO FLIGHT Hackettstown, N.J. 07840	

For more info contact Don Ross, 38 Churchill Rd., Cresskill, New Jersey 07628.

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## "PHINEAS PINKHAM" AIR STORIES IN PRINT AGAIN!

Before television became the major form of home entertainment, reading so-called pulp magazine fiction stories was a popular relaxation for millions. While certainly not considered to be great literature, these publications filled a need and are fondly remembered by older persons.

One such magazine was Flying Aces. Each month during the 1930s it brought to its airminded readers a hearty serving of aviation fact and fiction. Its most popular feature was undoubtedly the "Phineas Pinkham" yarns. Phineas was a fictitious Spad Pilot on the Western Front in 1918, and he was an incorrigible practical joker and master of skullduggery.

It's an understatement to say that a Pinkham story is a barrel of laughs. Today's vigorous field of sport aviation has spawned many books of the how-to-do-it and somewhat dry historical types, but very little humor. To remedy this deplorable situation, one publisher has now reprinted a collection of entertaining Pinkham stories.

"The Phineas Pinkham Scrapbook" contains in 64-page softcover format nine stories guaranteed to give readers a most welcome change from TV fare. To give editorial balance and also to give younger readers a grasp of what the 1918 conflict was all about, there are also three pages discussing in serious vein the subjects of popular literature and World War One.

These Pinkham stories are illustrated by many lively cartoons. In addition to serving oldtimers a heaping platter of nostalgia, the publisher observes that being given a copy of this lively book could be the means of luring many a bored youngster into becoming an avid reader and aviation enthusiast.

Individuals may order copies from The Seamaster Company, Aviation Book Division, Drawer T, Duxbury, MA 02331-0621 for \$9.95 plus \$1.50 for shipping via book rate mail. Standard trade discounts are offered to booksellers for quantity orders.

21

## Jimmy Allen Postal Contest

We will be holding a "Jimmie Allen" postal contest on Saturday, July 18, 1998. Fly your "Jimmie Allen" model on that date and send your time and model name to FAC-GHQ no later than July 20th. You will not have to R.O.G. the model. Fly your model as many times as you want and send in the best time. Contestants at the FAC-Nats may fly and enter at the Nats. There will be no maximum flight time--all you can get!

## FLYING ACES OUTDOOR CHAMPS

September 5-6, 1998

Time 8:30 am until 4:30 pm each day

AMA National Flying Site

Registration form

Muncie, Ind.

Please print

Name \_\_\_\_\_ AMA No. \_\_\_\_\_  
Street \_\_\_\_\_ Jr/Sr \_\_\_\_\_ Open \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Entry fee \$25.00 flies all events. Please send before August 15th if possible.

Send to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506.

Awards through third place. All Contestants must be members of the AMA or MAAC.

Schedule	Saturday Sept. 5	Sunday Sept. 6
	World War I *	World War II *
	Greve Race *	Thompson Race *
	FAC Scale	Power Scale
	Golden Age Military *	Jumbo Scale
	Dime Scale	Peanut Scale
	Golden Age Civil	No-Cal Scale
	Embryo Endurance	Modern Civil
	Old Time Stick	Old Time Rubber
	Jimmie Allen	Modern Military *
	Watson Challenge	National Mass Launch *

\* Mass Launch events. Dime Scale models can only fly in that event. Golden Age Military must have landing gear down. Both Old Time Rubber events must have all flights turned in by 2:00pm each day to give us time for fly-offs.

The Watson Challenge event is for any rubber powered model. Total of two flights. Sponsored by the McCook Field Squadron, FAC.

**22.**

REGISTRATION FORM---FAC-NATS MARK XI

GENESEO, NEW YORK JULY 17-18-19, 1998

Please print

Jr./Sr.    Open   

Name <u>                        </u>	Address <u>                        </u>		
City <u>                        </u>	State <u>                        </u>	Zip <u>                        </u>	AMA No. <u>                        </u>

I wish to make the following advanced reservations for the FAC Nats, Mark XI.

entry fees at \$25.00 each (flies all events).....\$ <u>                        </u>
banquet tickets at \$16.00 each.....\$ <u>                        </u>
(with no dormitory reservations)
reservations for double occupancy with meals and banquet at \$165.00 each. \$ <u>                        </u>
reservations for single occupancy with meals and banquet at \$210.00 each. \$ <u>                        </u>
total enclosed..\$ <u>                        </u>

No entry fee for contestants under 18 years of age. All contestants must be members of, the A.M.A. or the M.A.A.C. Please remit by June 15, 1998 so as to ease paper work later on. Mail entry to; Lin Reichel, 3301 Cindy Lane, Erie, Pa. 16506. We will be unable to refund cancellations after June 20, 1998. If you plan to share a room with someone please indicate their name so we can direct the University to set up the proper arrangements.

Awards through five places in each event. Contest times; Friday July 17, 8:30 am till 5:00pm, Saturday July 18, 8:30 am till 5:00 pm and Sunday July 19, 8:30 till 4:30 pm.

WAIVER: I (we) hereby release the Historical Air Group, Inc., The National Warplane Museum, The State University of New York (Geneseo), The Flying Aces Club and all other persons connected with this contest from any liability whatsoever for accidents incurred while participating in this contest. I (we) also agree to abide by all flying and field rules in force at this contest.

SIGNATURE \_\_\_\_\_

Your meals at the University will include dinner on Thursday July 16th, breakfast and dinner on Friday July 17th, breakfast and dinner on Saturday July 18th and breakfast and banquet on Sunday July 19th. Breakfast will also be served on Monday July 20th.

Scale judging will take place at Peter's Party Complex in Leicester, N.Y. on Thursday July 16th starting at 2:00 pm. Bring your models there to scale judged. Giant and Jumbo models will be judged on the field on the day of their event. Food will be available at Peter's if you wish to eat there during the scale judging. This is the same place we have been doing the scale judging the last few years.

\*\*\*\*\*

EVENT SCHEDULE FOR THE FAC NATS MARK XI

Friday July 17, 1998

Shell Speed Dash 15%  
 World War I \*  
 Embryo Endurance  
 No-Cal Scale  
 Aerol Trophy Race \*  
 Golden Age Scale-Civil  
 FAC O.T. Rubber  
 FAC O.T. Stick  
 Golden Age-Military \* 15%  
 Fairchild 24--Guillow \*  
 One Design Contest

Saturday July 18, 1998

FAC Scale  
 High Wing Peanut  
 Greve Race \* 15%  
 World War II \* 15%  
 Pioneer Scale  
 Powder Puff Scale \*\*  
 FAC O.T. Rubber  
 FAC O.T. Stick  
 Dime Scale  
 Giant Scale  
 Bendix Race \*

Sunday July 19, 1998

FAC Peanut (no High Wings)  
 Thompson Race \* 15%  
 FAC Power Scale  
 Jumbo Scale  
 Electric O.T. Gas Replica  
 Flying Horde \*  
 FAC O.T. Flyoff  
 FAC O.T. Stick Flyoff  
 Modern Civil-Production  
 Modern Military \* 15%  
 Jimmy Allen  
 Goodyear Race \*

Power Scale will be split into two events, single and multi engines.

Giant Scale may be flown any day you want due to varying wind conditions.

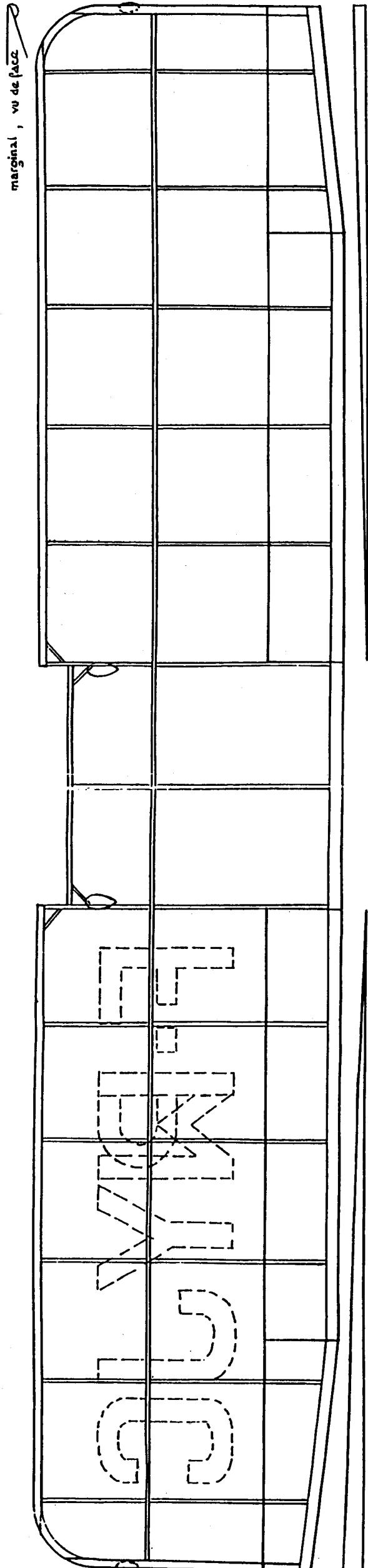
\* Mass Launch events. \*\* This event is for ladies only. Builder of the model rule applies.

15% means that this event will use the 15% rubber rule.

All events are for rubber powered models except for power scale and O.T. Electric Gas Replica. Be sure to have your proof of scale for all mass launch events. All radial engined models in mass launch events must have at least a paper engine inside that cowl! No exceptions!

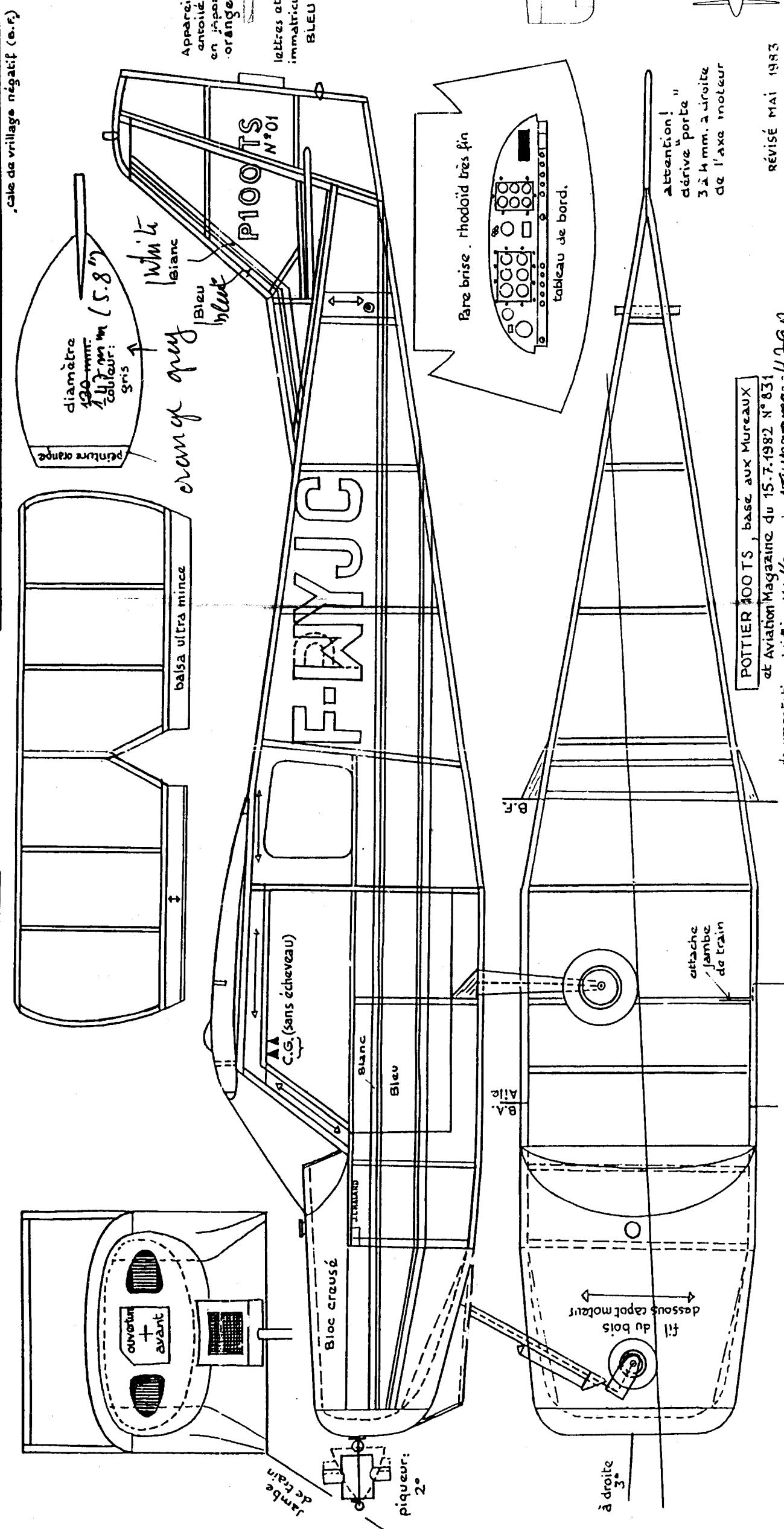
All Pioneer scale models must fly in the Pioneer event only, regardless of size.

Dime Scale models can only fly in the Dime Scale event.



Color scheme--orange overall.  
Blue and white striping on  
fuselage and rudder fin. Blue  
registration letters on wing  
fuselage and fin/rudder. Reg-  
istration can be either one  
shown on plan--same scheme.  
Photos of both aircraft show  
no wheel pants.

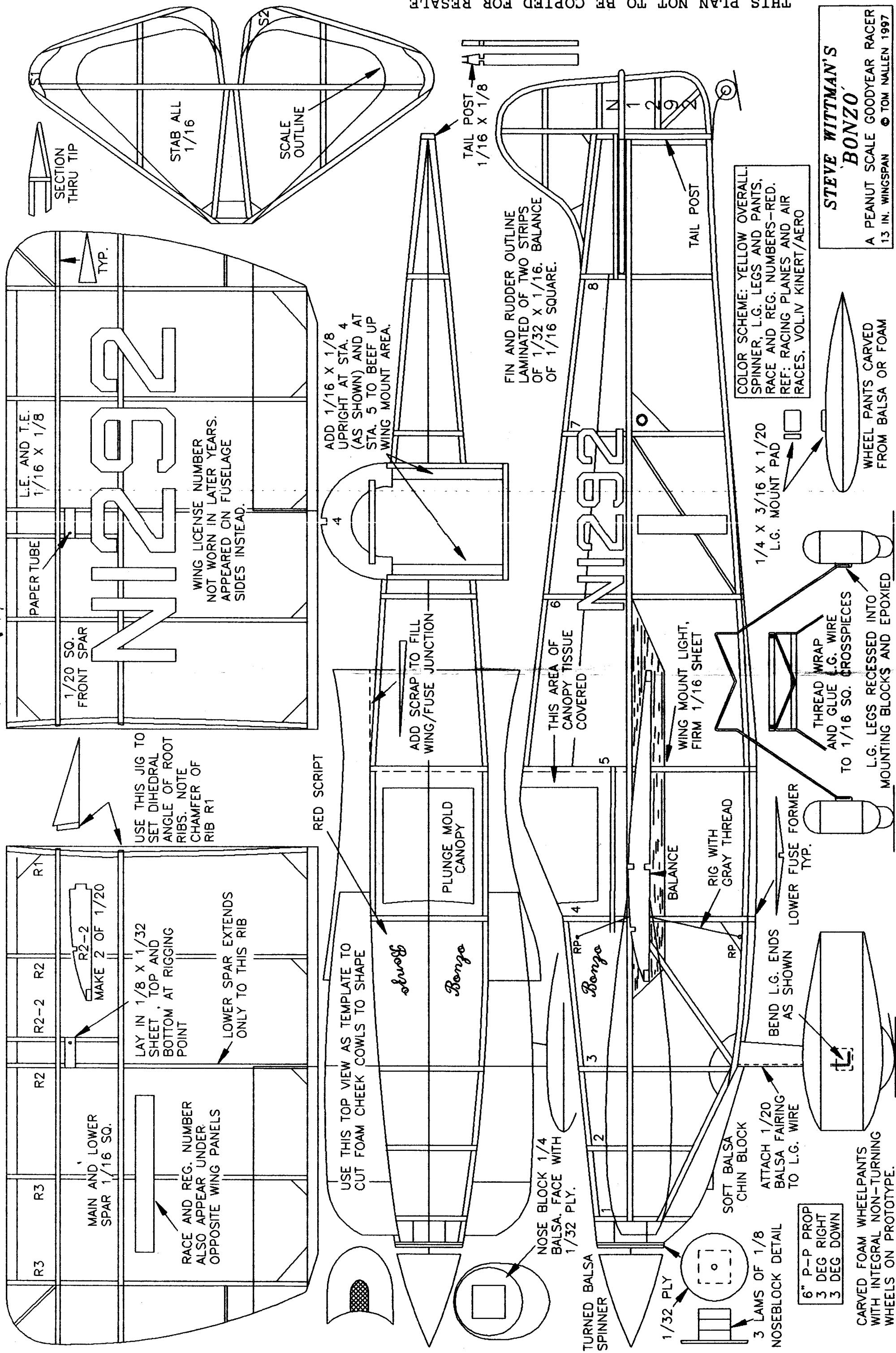
Airfoil on plan is illegal  
for F.A.C. No undercamber  
allowed.

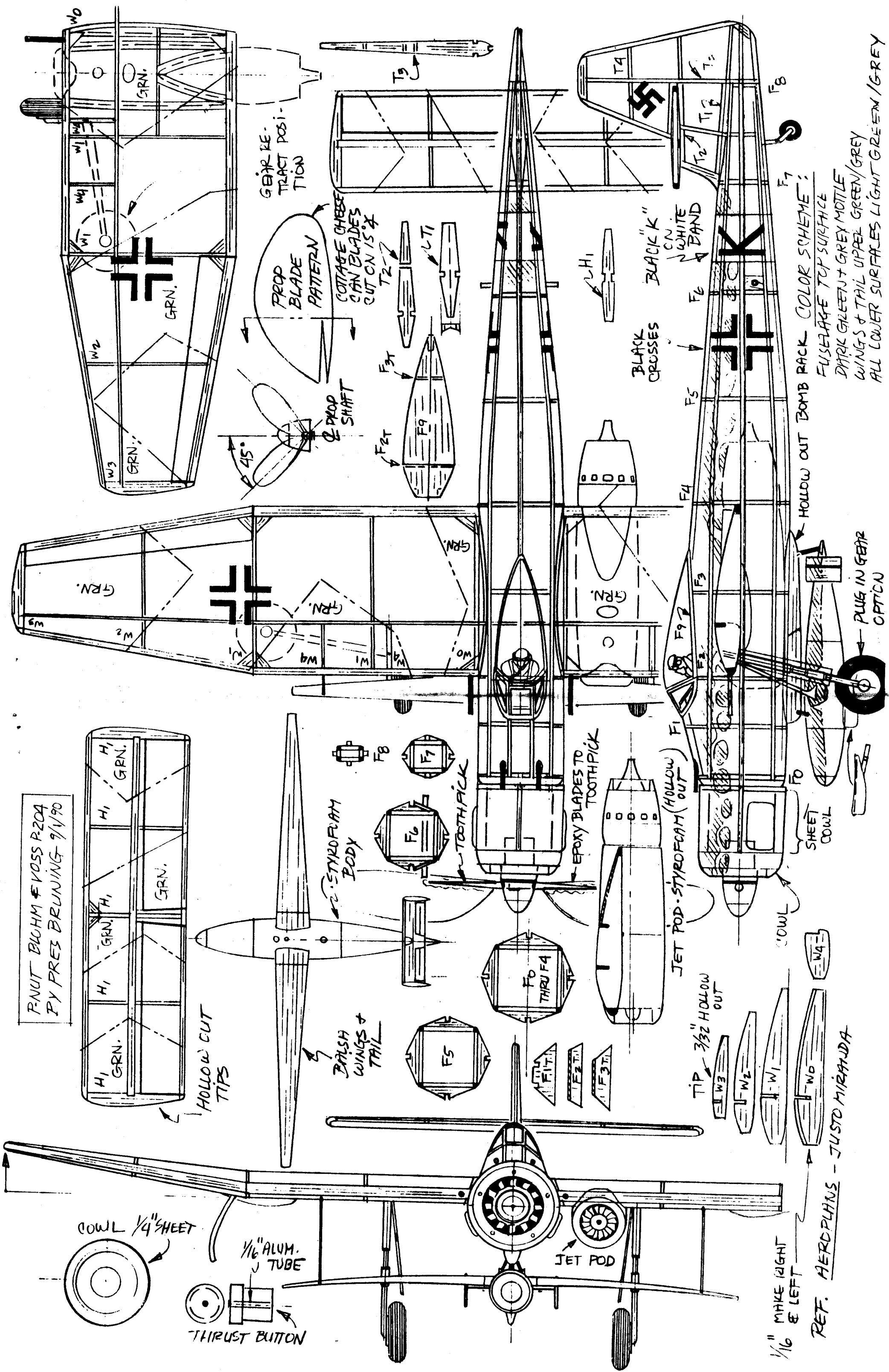


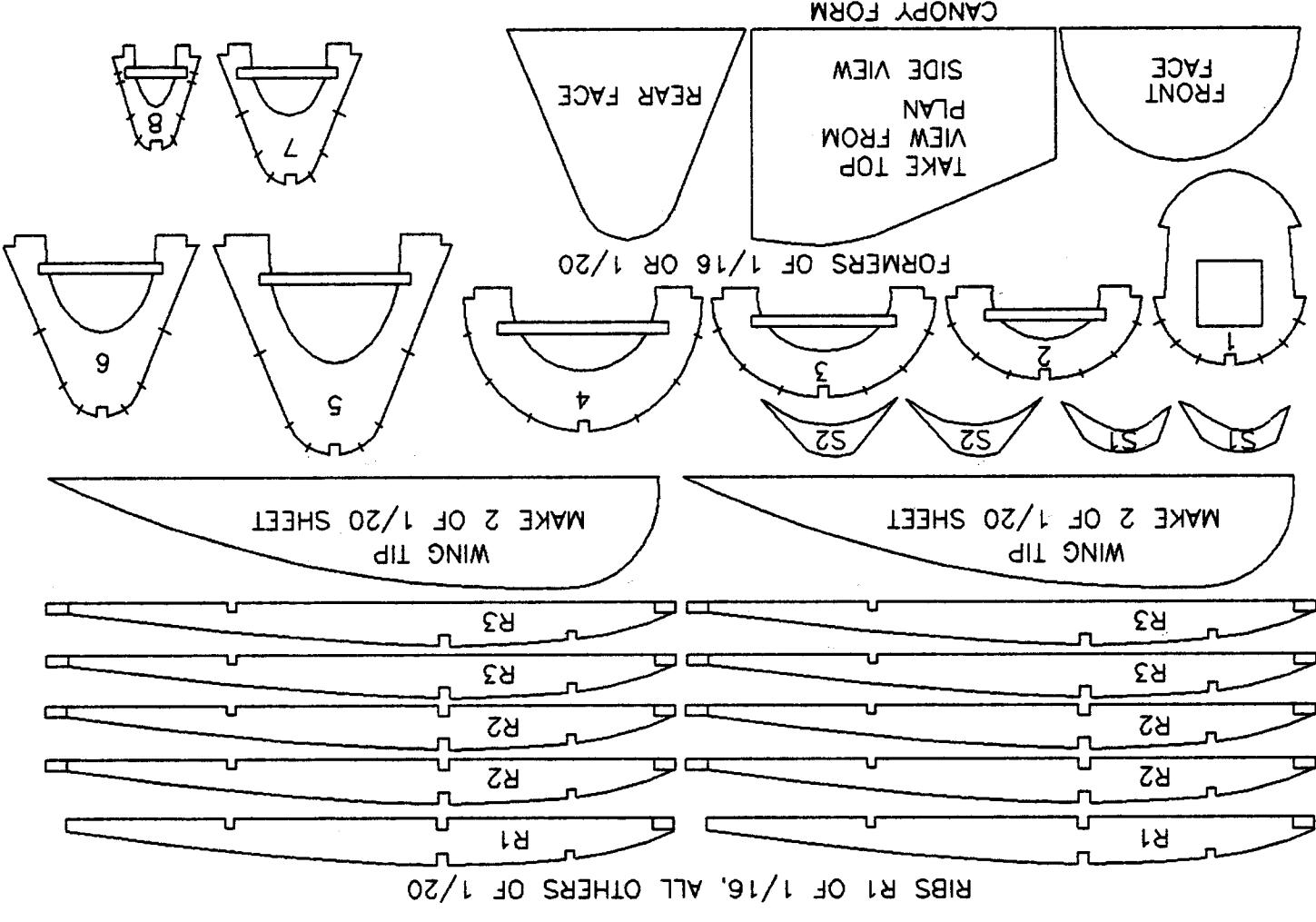
RÉVISÉ MAI 1983

POTTIER 100 TS, base aux Mureaux  
et Aviation Magazine du 15.7.1982 N°831  
15/11/1980 - 11/9/0

THIS PLAN NOT TO BE COPIED FOR RESALE

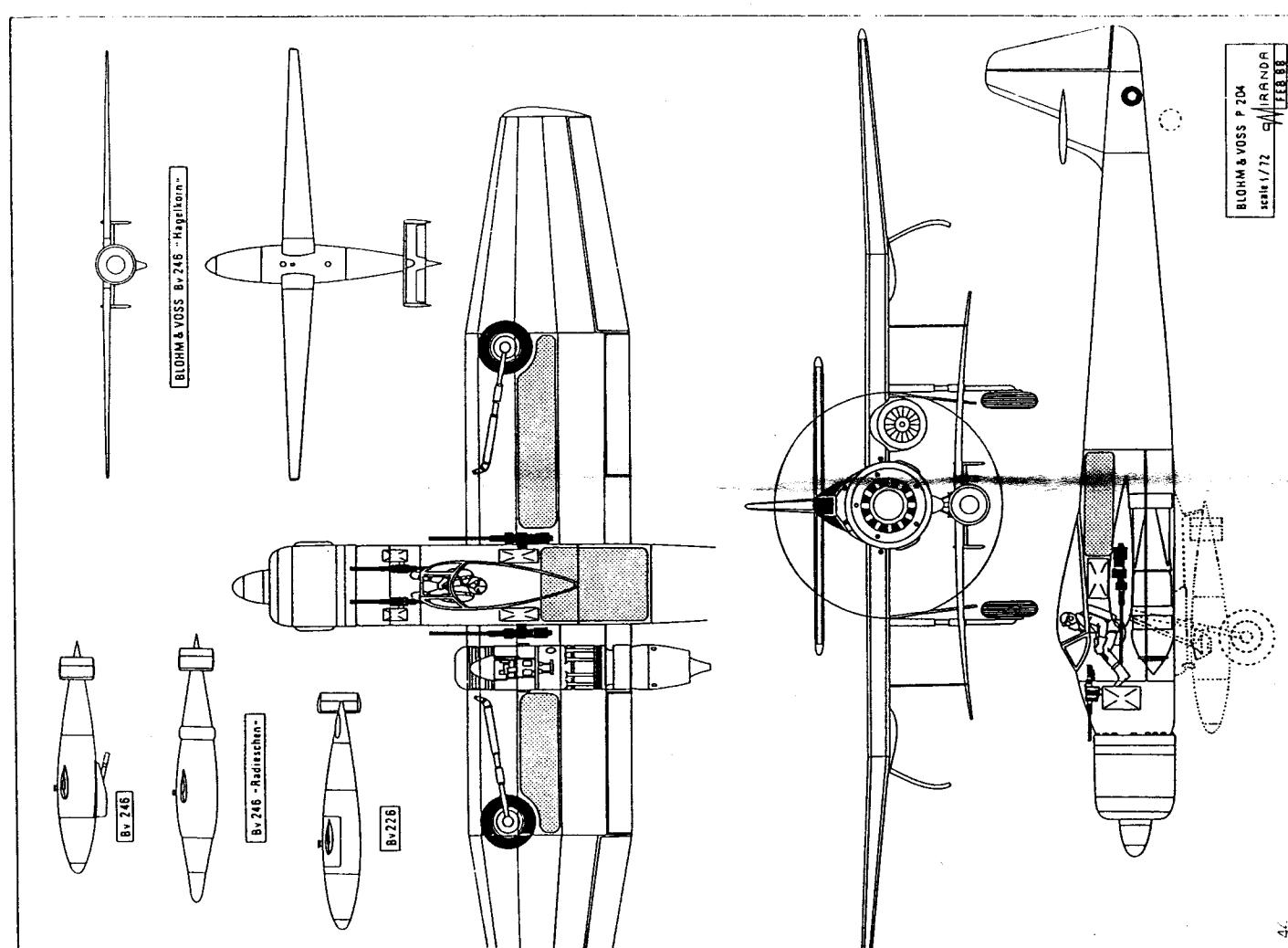




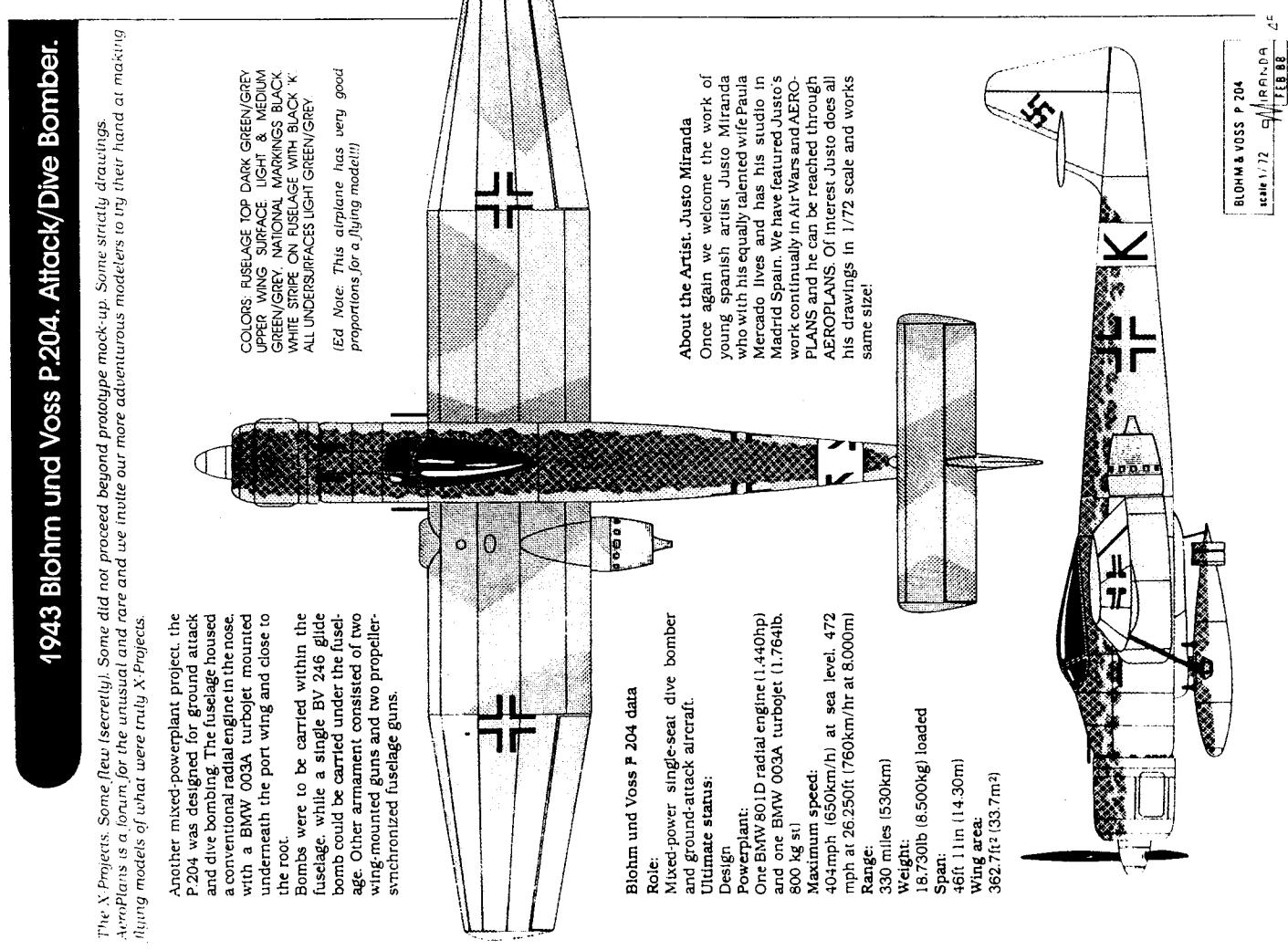


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N|292  
N|292



These three views of the Blohm und Voss P.204 first appeared in Aero Plans by Mr. A.C. Anson who has given his kind permission to reprint them here. They were drawn by Justo Miranda.

**FAM MODEL SUPPLY**

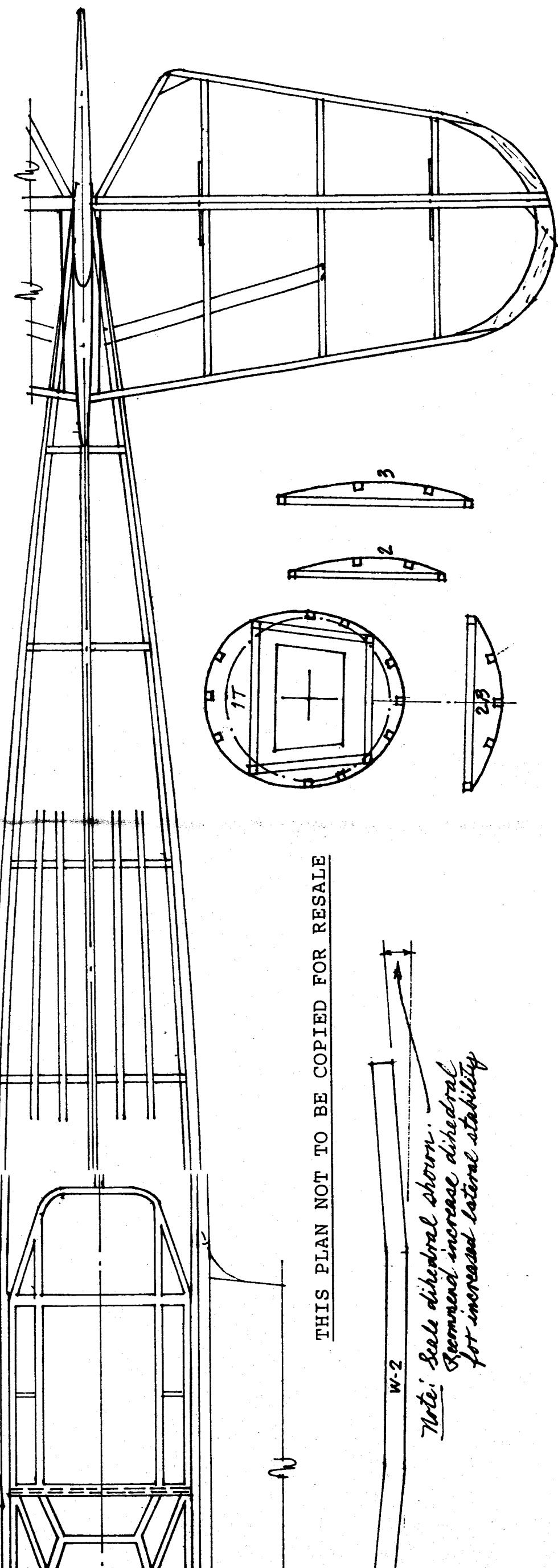
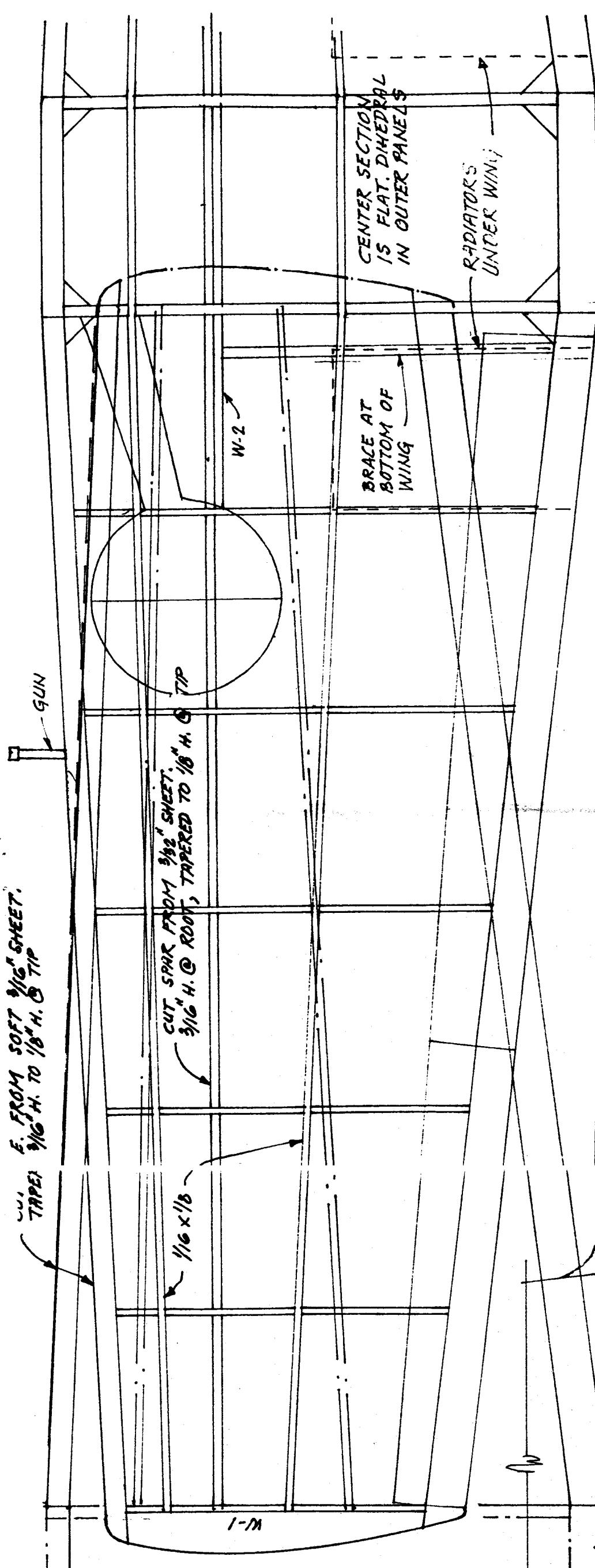
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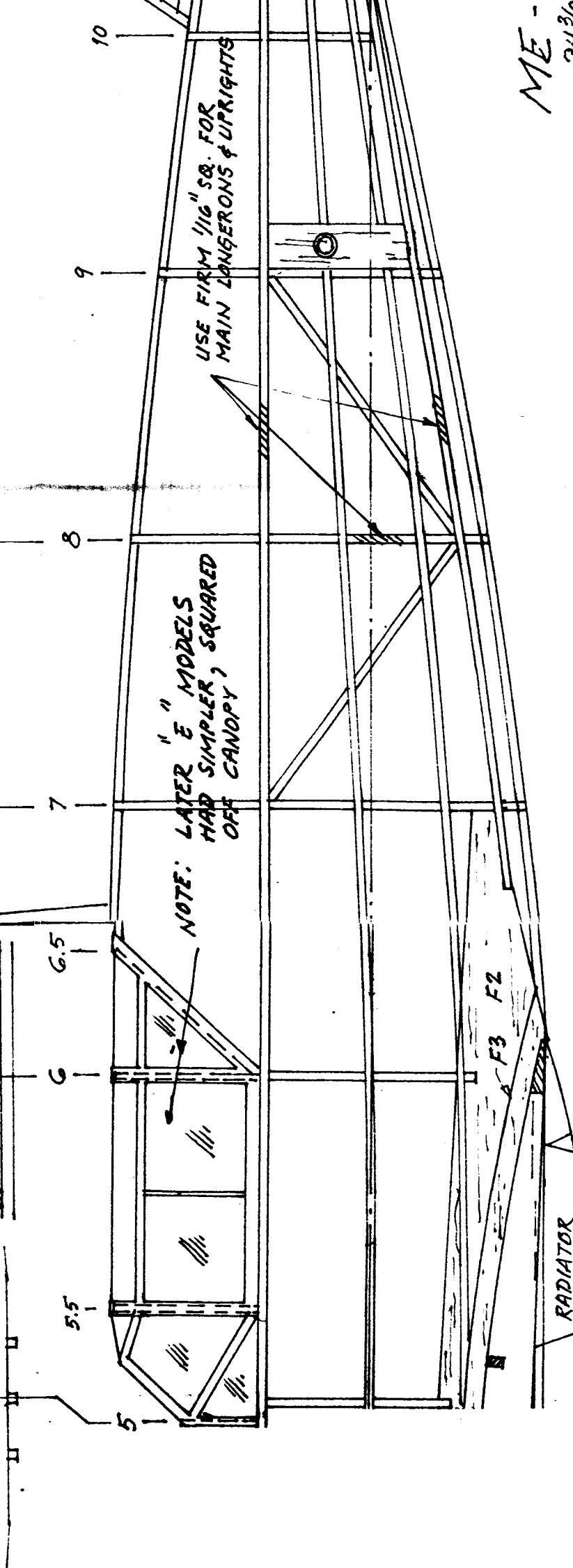
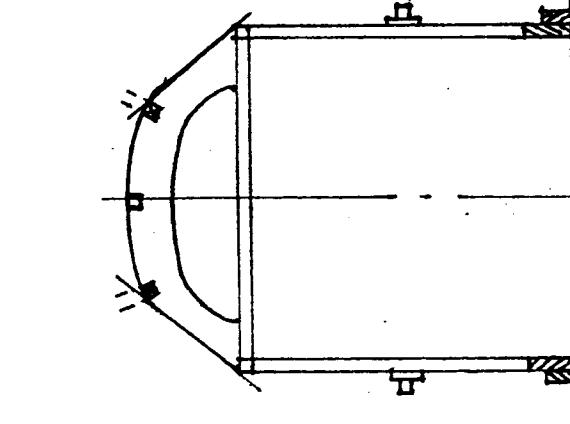
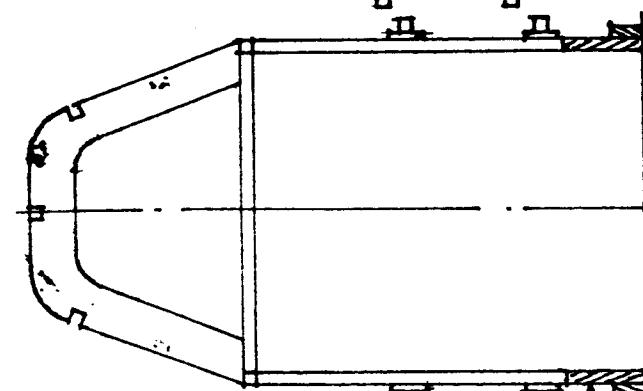
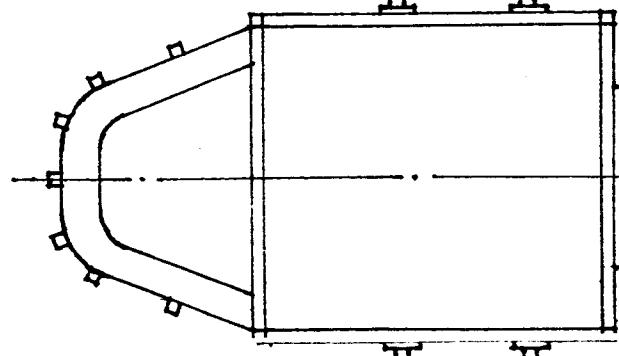
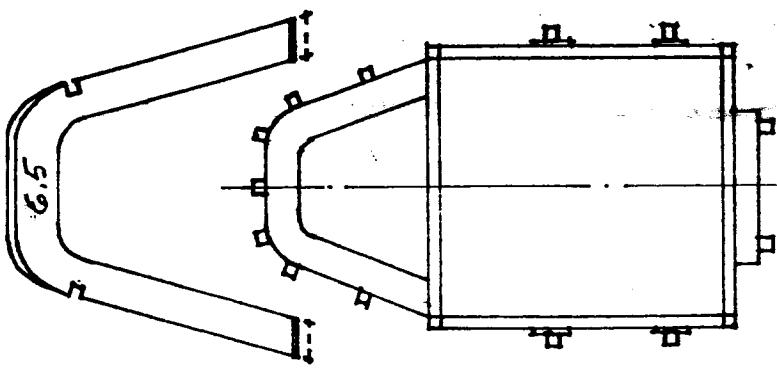
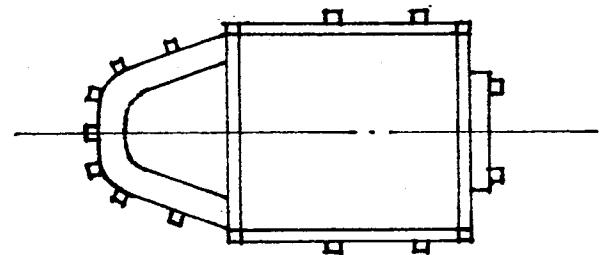
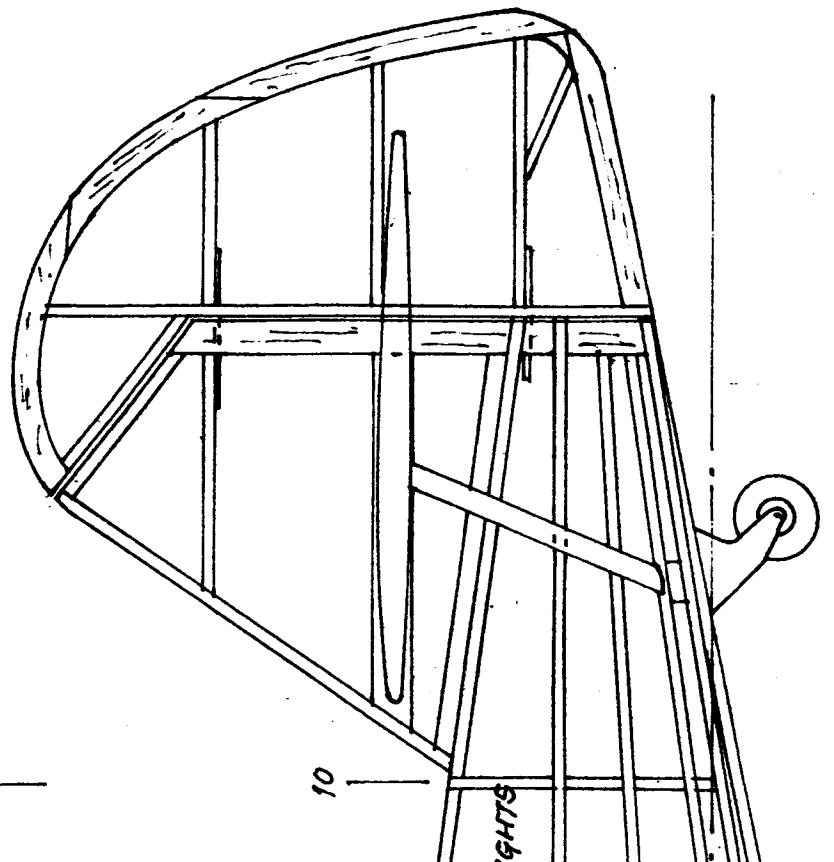
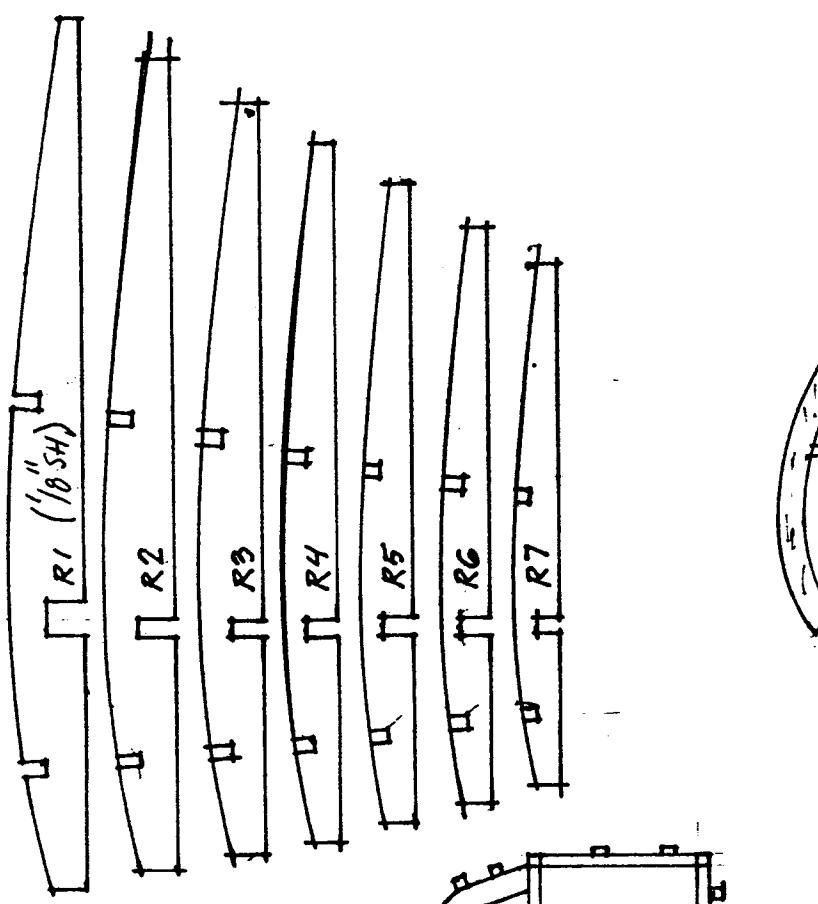
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SASE for free Catalog

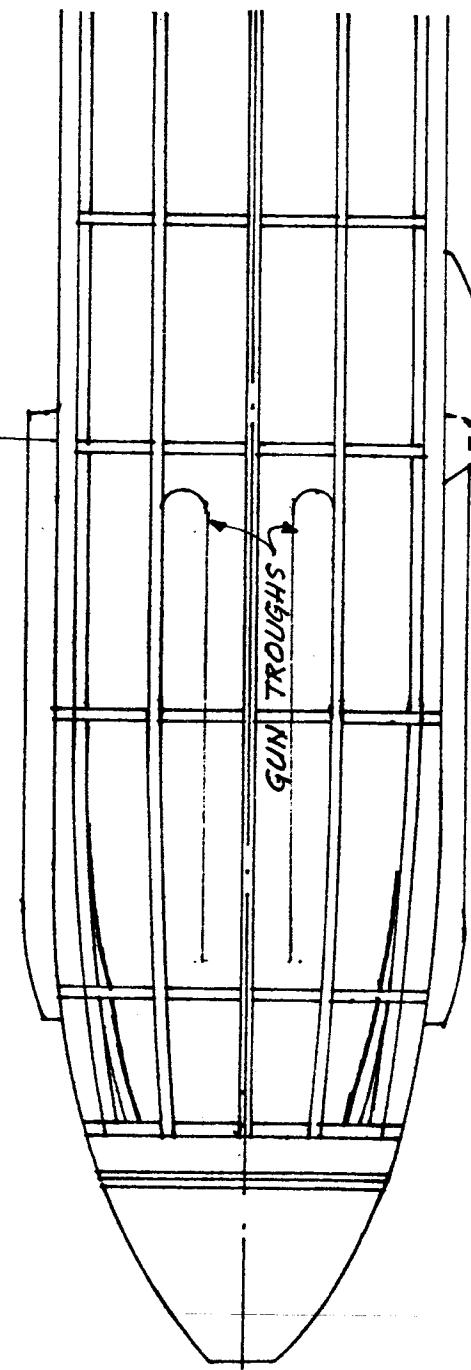


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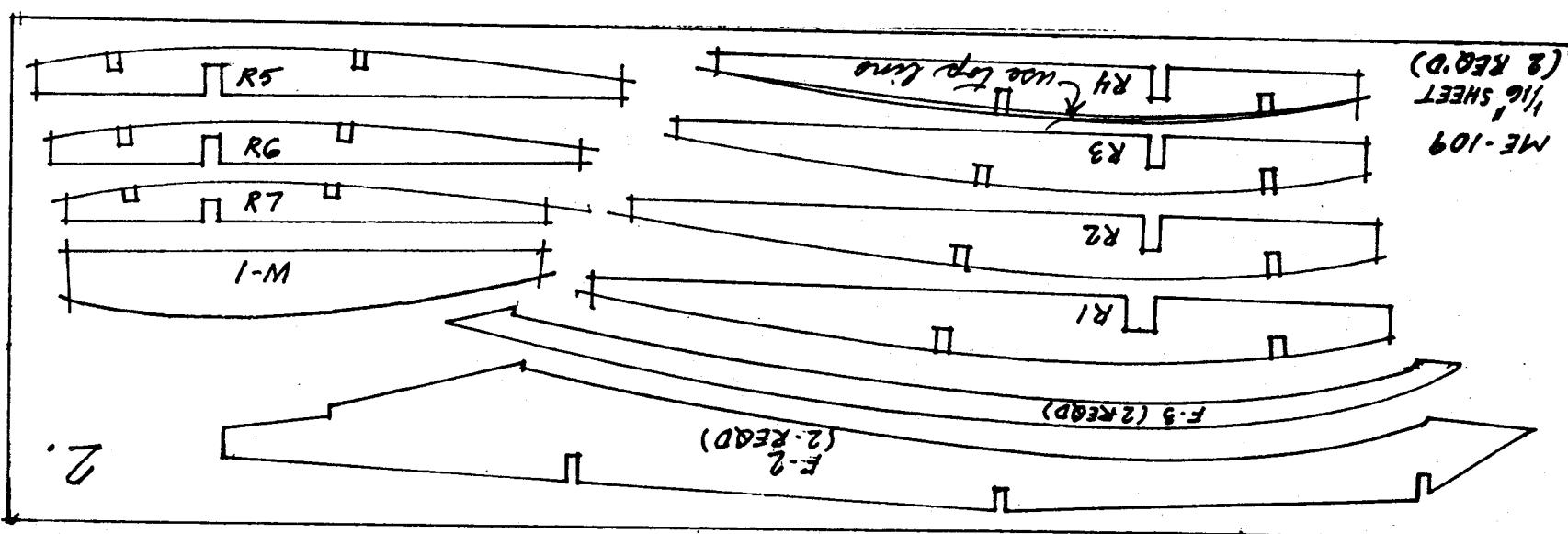
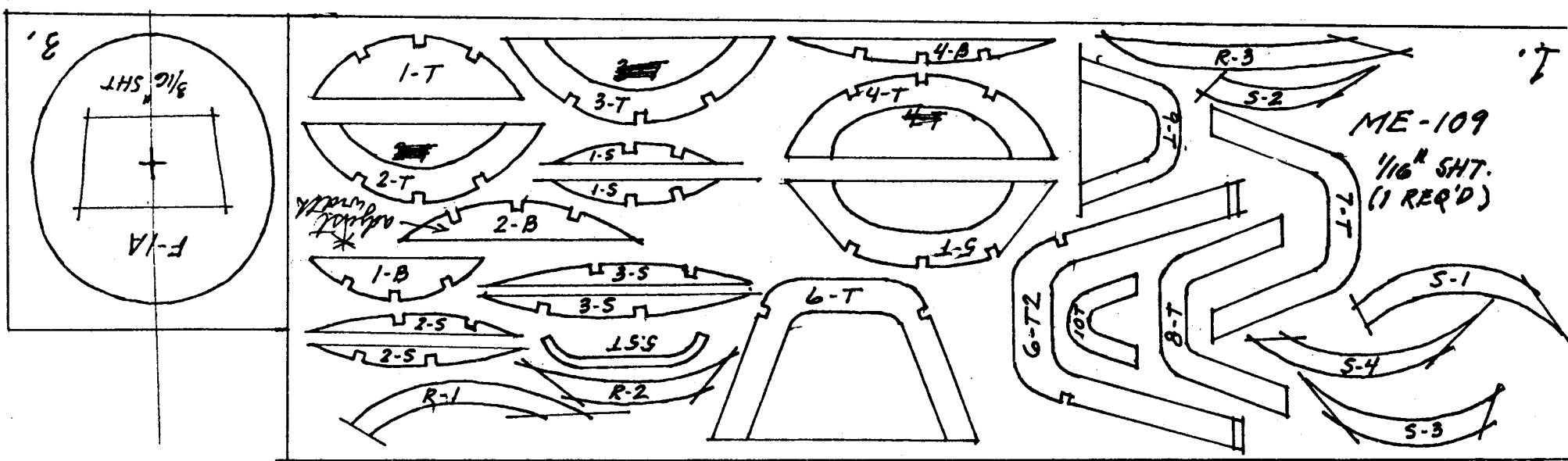
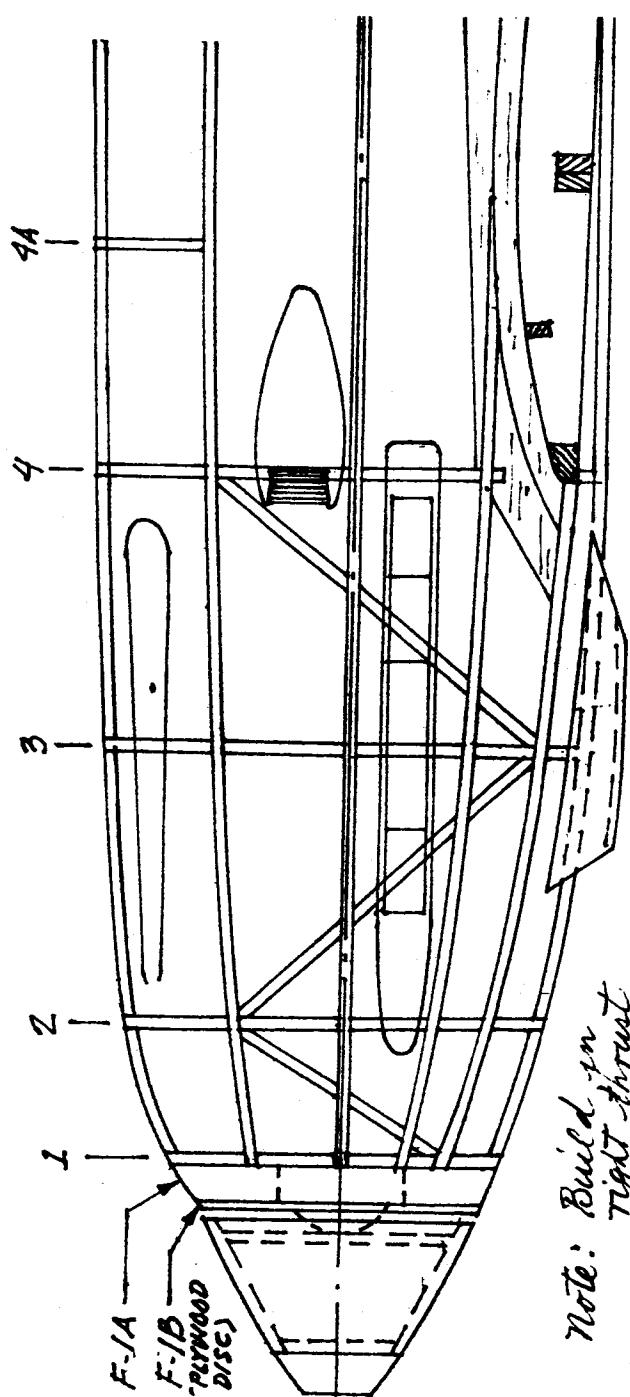
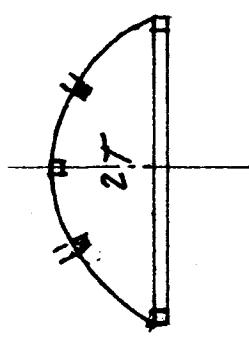
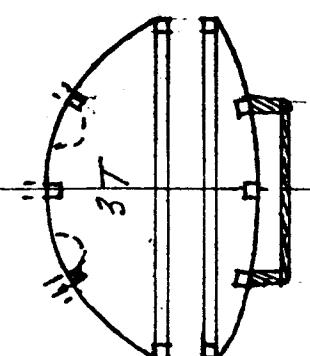
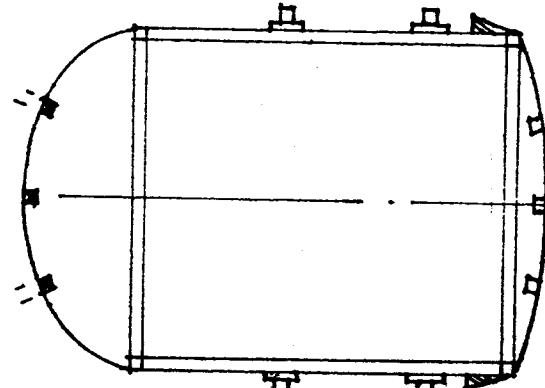
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ME-109E-1  
24 $\frac{3}{8}$ " WINGSPAN  
BOB McCLELLON STEVE McCLELLON  
1724 N. WOODHOUSE RD.



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**N.R. M. A. L. I. O. M., My Nostalgia**

**1/32 RIBS**

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**Notes:**

1. All MATERIAL  $\frac{1}{16}$  SQ & S.A.T UNLESS NOTED
2. WHEELS  $\frac{1}{32}$  X GR
3. BRIGHT RED Dope  
Two \* OF COLOR LINE  
WHITE JAP. TISSUE AIR.  
\* 1/16, L.G.

**1 1/2"**  
**DIA.**

**L.G. Mount**

